

SOUTHERN CALIFORNIA



ASSOCIATION of  
GOVERNMENTS

Main Office

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Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley •  
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Bezena, Simi Valley • Carl Morehouse, San Buenaventura •  
Tori Young, Port Hueneme

Orange County Transportation Authority: Lou Correa,  
County of Orange

Riverside County Transportation Commission: Robin Lowe,  
Hemet

Ventura County Transportation Commission: Keith  
Millhouse, Moorpark

## No. 478 Meeting of the

# Regional Council

### PLEASE NOTE DATE CHANGE

Thursday, September 14, 2006

12:00 Noon – 1:30 p.m.

### SCAG Offices

818 W. 7th Street, 12th Floor

San Bernardino Conference Room A & B

Los Angeles, California 90017

213.236.1800

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Regional Council are also available at  
[www.scag.ca.gov/committees/rc.htm](http://www.scag.ca.gov/committees/rc.htm)

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[stewart@scag.ca.gov](mailto:stewart@scag.ca.gov).

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# Southern California Association of Governments Regional Council Roster

September 2006

<i>Hon. Yvonne B. Burke, President, Los Angeles County</i>	
<i>Hon. Toni Young, Port Hueneme, Immediate Past President</i>	<i>District 45</i>
<i>Hon. Gary Ovitt, 1st Vice President, San Bernardino County</i>	
<i>Hon. Richard Dixon, Lake Forest, 2<sup>nd</sup> Vice President</i>	<i>District 13</i>
Hon. Judy Mikels, Ventura County	
Hon. Jeff Stone, Riverside County	
Hon. Chris Norby, Orange County	
Hon. Lou Correa, Orange County	OCTA
Hon. Robin Lowe, Hemet	RCTC
Hon. Victor Carrillo, Imperial Valley	
Hon. Zev Yaroslavsky, LA County	
Hon. Antonio Villariagosa, Los Angeles	At-Large
Hon. Keith Millhouse, Moorpark	VCTC
Hon. Jon Edney, El Centro	District 1
Hon. Greg Pettis, Cathedral City	District 2
Hon. Bonnie Flickinger, Moreno Valley	District 3
Hon. Ron Loveridge, Riverside	District 4
Hon. Ron Roberts, Temecula	District 5
Hon. Lee Ann Garcia, Grand Terrace	District 6
Hon. Larry McCallon, Highland	District 7
Hon. Deborah Robertson	District 8
Hon. Paul Eaton, Montclair	District 9
Hon. Alan Wapner, Ontario	District 10
Hon. Lawrence Dale, Barstow	District 11
Hon. Paul Glabb, Laguna Niguel	District 12
Hon. Leslie Daigle, Newport Beach	District 14
Hon. Lou Bone, Tustin	District 17
Hon. Christine Barnes, La Palma	District 18
Hon. Richard Chavez, Anaheim	District 19
Hon. Marilyn Poe, Los Alamitos	District 20
Hon. Art Brown, Buena Park	District 21
Hon. John Bauman, Brea	District 22
Hon. Paul Bowlen, Cerritos	District 23
Hon. Gene Daniels, Paramount	District 24
Hon. David Gafin, Downey	District 25
Hon. Isadore Hall, Compton	District 26
Hon. Frank Gurule, Cudahy	District 27
Hon. Judy Dunlap, Inglewood	District 28
Hon. Rae Gabelich, Long Beach	District 29
Hon. Tonia Reyes-Uranga, Long Beach	District 30
Hon. Stan Carroll, La Habra Heights	District 31

# Southern California Association of Governments Regional Council Roster

September 2006

Hon. Margaret Clark, Rosemead	District 32
Hon. Keith Hanks, Azusa	District 33
Hon. Paul Talbot, Alhambra	District 34
Hon. Harry Baldwin, San Gabriel	District 35
Hon. Mike Ten, South Pasadena	District 36
Hon. Tom Sykes, Walnut	District 37
Hon. Paula Lantz, Pomona	District 38
Hon. Paul Nowatka, Torrance	District 39
Hon. Jim Aldinger, Manhattan Beach	District 40
Hon. Pam O'Connor, Santa Monica	District 41
Hon. Todd Campbell, Burbank	District 42
Hon. Mike Dispenza, Palmdale	District 43
Hon. Dennis Washburn, Calabasas	District 44
Hon. Glen Becerra, Simi Valley	District 46
Hon. Carl Morehouse, San Buenaventura	District 47
Hon. Ed Reyes, Los Angeles	District 48
Hon. Wendy Greuel, Los Angeles	District 49
Hon. Tom LaBonge, Los Angeles	District 51
Hon. Jack Weiss, Los Angeles	District 52
Hon. Tony Cardenas, Los Angeles	District 53
Hon. Alex Padilla, Los Angeles	District 54
Hon. Bernard Parks, Los Angeles	District 55
Hon. Jan Perry, Los Angeles	District 56
Hon. Greig Smith, Los Angeles	District 59
Hon. Eric Garcetti, Los Angeles	District 60
Hon. Janice Hahn, Los Angeles	District 62
Hon. Thomas Buckley, Lake Elsinore	District 63
Hon. Debbie Cook, Huntington Beach	District 64
Hon. Tim Jasper, Apple Valley	District 65

# REGIONAL COUNCIL

## AGENDA

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*“Any item listed on the agenda (action or information) may be acted upon at the discretion of the committee”*

- 1.0 **CALL TO ORDER & PLEDGE OF ALLEGIANCE** Hon. Yvonne Burke  
President

- 2.0 **PUBLIC COMMENT PERIOD** – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Council, must fill out and present a speaker's card to the Executive Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The President may limit the total time for all comments to twenty minutes.

- 3.0 **CONSENT CALENDAR**

- 3.1 **Approval Items**

- |       |   |    |
|-------|---|----|
| 3.1.1 | <u>Minutes of July 6, 2006 Meeting Attachment</u>   | 02 |
| 3.1.2 | <u>Contract Amendments Over \$25,000 Attachment (Administration)</u>  | 11 |
| 3.1.3 | <u>2006-2007 California Trucking of Association Membership Dues Attachment (Administration)</u>               | 16 |
| 3.1.4 | <u>2006-2007 CALCOG Membership Dues Attachment (Administration)</u>   | 17 |
| 3.1.5 | <u>MOU with Clean Cities Coalition Attachment (Administration)</u>  | 18 |
| 3.1.6 | <u>Continuing Cooperative Agreements (CCA) Between SCAG and Subregions Mailed Separately (Administration)</u> |    |

- (The parenthetical denotes items that have been considered by the listed committee)



# REGIONAL COUNCIL

## AGENDA

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3.0 <u>Consent Calendar – (continued)</u>		
3.1.7 <u>Fulbright &amp; Jaworski Contract Attachment (Administration)</u>	21	
3.1.8 <u>Regional Housing Needs Assessment (RHNA) General Fund Request Attachment (Administration)</u>	22	
3.1.9 <u>I-710 (South) EIR/EIS MOU Attachment (Administration)</u>	26	
3.1.10 <u>Resolution 06-478-1 Conferring Designated Recipient status to VCTC, LACMTA, and (UZA's) OCTA for the Large Urbanized Areas for the JARC/New Freedom Programs Attachment (Administration)</u>	39	
3.1.11 <u>Approve Travel to IAP2 Conference in Montreal, CAN Attachment (Administration)</u>	52	
3.1.12 <u>North Los Angeles County (NLA Co.) Subregion –Approve Payment of \$22, 000 Consulting Services Attachment (Administrative)</u>	60	
3.1.13 <u>FY 2006-07 Overall Work Program (OWP) Amendment 2 Attachment (Administration)</u>	61	
3.1.14 <u>Revision to RC Stipend and Meeting Expense Policy Attachment (Administration)</u>	66	
3.1.15 <u>Amendment to the SCAG Travel Policy and Guidelines Attachment (Administration)</u>	69	

# REGIONAL COUNCIL

## AGENDA

	PAGE #	TIME
<b>3.0 <u>Consent Calendar – (continued)</u></b>		
3.1.16 <u>FY 2007-2008 Comprehensive Budget Development Attachment (Administration)</u>	70	
3.1.17 <u>Increase Threshold for Approval of Contracts Amendments Attachment (Administration)</u>	73	
3.1.18 <u>Additional SCAG District in the CVAG Subregion Attachment</u>	74	
<b>3.2 <u>Receive &amp; File</u></b>		
3.2.1 <u>Purchase Orders/Contracts between \$5,000 - \$250,000 Attachment (Administration)</u>	75	
3.2.2 <u>CFO Monthly Financial Report Attachment (Administration)</u>	95	
3.2.3 <u>State and Federal Legislative Matrix Attachment</u>	97	
<b>4.0 <u>PRESIDENT'S REPORT</u></b>		
4.1 <u>Appointments</u>		
4.2 <u>Shanghai Maglev Delegation Report Attachment</u>	122	
4.3 <u>Executive Committee (EC) Report</u>		Action
<i>Ratify actions taken at the July 27, 2006, meeting to be considered in one motion</i>		
4.3.1 <u>Approve Contracts over \$250,000 Attachment</u>	128	
▪ Sapphire Technologies		
▪ Cerrell Associates		

# REGIONAL COUNCIL

## AGENDA

	PAGE #	TIME
4.3 <u>Executive Committee (EC) Report (continued)</u> Action		
4.3.2 <u>Adopt Resolution #06-477-1 approving the proposed 2004 RTP Amendment and associated Conformity Determination</u> Attachment	132	
4.3.3 <u>Adopt Resolution #06-477-2 approving the 2006 RTIP and associated Conformity Determination</u> Attachment	209	
<i>Ratify action taken at the August 3, 2006, meeting to be considered in one motion</i>		
4.3.4 <u>Approve Amended Language (as 08/03/06) on the Regional Housing Needs Assessment (RHNA)</u> Attachment	216	
<i>Ratify action taken at the August 24, 2006, meeting to be considered in one motion</i>		
4.3.5 <u>Approve Planning of RHNA Workshops Consistent with the Pilot Proposal</u> Attachment	220	
5.0 <u>EXECUTIVE DIRECTOR'S REPORT</u>		
6.0 <u>ACTION ITEMS</u>		
6.1 <u>Administration Committee Report</u>	Hon. Toni Young, Chair	
6.2 <u>Energy &amp; Environment Committee (EEC) Report</u>	Hon. Dennis Washburn, Chair	
6.3 <u>Transportation &amp; Communications Committee (TCC) Report</u>	Hon. Harry Baldwin, Chair	

# REGIONAL COUNCIL

## AGENDA

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### 6.0 ACTION ITEMS (continued)

6.4 Community, Economic & Human  
Development Committee (CEHD)  
Report

Hon. Paul  
Bowlen, Chair

6.5 Communications & Membership  
Subcommittee Report

Hon. Glen  
Becerra, Chair

6.5.1 Annual Update of SCAG's  
Communication Strategy  
Attachment

222

6.6 Southwest Compact Task Force  
Report

Hon. Jon  
Edney, Chair

### 7.0 INFORMATION ITEMS

7.1 State of the Motion Picture  
Industry Attachment

Hon. Dennis  
Washburn

239

An analysis was prepared to examine the industry in the region and provide recommendations based on those findings.

### 8.0 CLOSED SESSION

*A closed session will be held only if necessary to report significant developments or to take required actions.*

8.1 Ratification of Executive Committee Report  
on Performance Evaluation of the Executive  
Director Pursuant to Government Code §54957(b)(1)

### 9.0 EXECUTIVE COMMITTEE REPORT

9.1 Salary and Compensation of Executive Director

v

# REGIONAL COUNCIL

## AGENDA

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### 10.0 FUTURE AGENDA ITEMS

Any committee member desiring to place items on a future agenda may make such request. Comments should be limited to three minutes.

### 11.0 ANNOUNCEMENTS

### 12.0 ADJOURNMENT

The next meeting of the Regional Council is scheduled for October 5, 2006 at SCAG offices in downtown Los Angeles.

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**NO. 476**  
**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**  
**REGIONAL COUNCIL**  
**July 6, 2006**

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**MINUTES**

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Regional Council of the Southern California Association of Governments held its meeting at the SCAG offices downtown Los Angeles. The meeting was called to order by the President Yvonne Burke, Supervisor, County of Los Angeles. There was a quorum.

**Members Present**

Hon. Yvonne B. Burke, President, Los Angeles County	
Hon. Gary Ovitt, 1st Vice President, San Bernardino County	
Hon. Richard Dixon, Lake Forest, 2 <sup>nd</sup> Vice President	District 13
Hon. Toni Young, Port Hueneme, Immediate Past President	District 45
Hon. Judy Mikels, Ventura County	
Hon. Jeff Stone, Riverside County	
Hon. Chris Norby, Orange County	
Hon. Jon Edney, El Centro	District 1
Hon. Greg Pettis, Cathedral City	District 2
Hon. Bonnie Flickinger, Moreno Valley	District 3
Hon. Ron Roberts, Temecula	District 5
Hon. Lee Ann Garcia, Grand Terrace	District 6
Hon. Larry McCallon, Highland	District 7
Hon. Paul Eaton, Montclair	District 9
Hon. Alan Wapner, Ontario	District 10
Hon. Lawrence Dale, Barstow	District 11
Hon. Lou Bone, Tustin	District 17
Hon. Christine Barnes, La Palma	District 18
Hon. Marilynn Poe, Los Alamitos	District 20
Hon. John Beaman, Brea	District 22
Hon. Paul Bowlen, Cerritos	District 23
Hon. Gene Daniels, Paramount	District 24
Hon. David Gafin, Downey	District 25
Hon. Tonia Reyes-Uranga, Long Beach	District 30
Hon. Stan Carroll, La Habra Heights	District 31
Hon. Margaret Clark, Rosemead	District 32
Hon. Keith Hanks, Azusa	District 33
Hon. Paul Talbot, Alhambra	District 34
Hon. Mike Ten, South Pasadena	District 36
Hon. Harry Baldwin, San Gabriel	District 35

Hon. Paula Lantz, Pomona	District 38
Hon. Paul Nowatka, Torrance	District 39
Hon. Jim Aldinger, Manhattan Beach	District 40
Hon. Pam O'Connor, Santa Monica	District 41
Hon. Mike Dispenza, Palmdale	District 43
Hon. Dennis Washburn, Calabasas	District 44
Hon. Glen Becerra, Simi Valley	District 46
Hon. Carl Morehouse, San Buenaventura	District 47
Hon. Debbie Cook, Huntington Beach	District 64
Hon. Tim Jasper, Apple Valley	District 65
Hon. Lou Correa, Orange County	OCTA
Hon. Robin Lowe, Hemet	RCTC

### **Members Not Present**

Hon. Victor Carrillo, Imperial Valley	
Hon. Zev Yaroslavsky, LA County	
Hon. Ron Loveridge, Riverside	District 4
Hon. Deborah Robertson	District 8
Hon. Paul Glabb, Laguna Niguel	District 12
Hon. Leslie Daigle, Newport Beach	District 14
Hon. Richard Chavez, Anaheim	District 19
Hon. Art Brown, Buena Park	District 21
Hon. Isadore Hall, Compton	District 26
Hon. Frank Gurule, Cudahy	District 27
Hon. Judy Dunlap, Inglewood	District 28
Hon. Rae Gabelich, Long Beach	District 29
Hon. Tom Sykes, Walnut	District 37
Hon. Todd Campbell, Burbank	District 42
Hon. Ed Reyes, Los Angeles	District 48
Hon. Wendy Greuel, Los Angeles	District 49
Hon. Tom LaBonge, Los Angeles	District 51
Hon. Jack Weiss, Los Angeles	District 52
Hon. Tony Cardenas, Los Angeles	District 53
Hon. Alex Padilla, Los Angeles	District 54
Hon. Bernard Parks, Los Angeles	District 55
Hon. Jan Perry, Los Angeles	District 56
Hon. Greig Smith, Los Angeles	District 59
Hon. Eric Garcetti, Los Angeles	District 60
Hon. Janice Hahn, Los Angeles	District 62
Hon. Thomas Buckley, Lake Elsinore	District 63
Hon. Antonio Villariagosa, Los Angeles	At-Large
Hon. Keith Millhouse, Moorpark	VCTC

## **Staff Present**

Mark Pisano, Executive Director  
Jim Gosnell, Deputy Executive Director  
Wayne Moore, Chief Financial Officer  
Karen Tachiki, Chief Counsel  
Colin Lennard, General Counsel  
Hasan Ikhata, Director, Planning & Policy  
Keith Killough, Director, Information Services  
Shelia Stewart, Executive Assistant

### **1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Led by Supervisor Gary Ovitt, San Bernardino County.

### **2.0 PUBLIC COMMENT PERIOD**

Mary Ann Krause, representing VCOG, spoke in favor of the CEHD's recommendation to adopt the RHNA Pilot Program.

### **3.0 CONSENT CALENDAR**

Items 3.1.6, 3.1.7 and 3.1.9 were pulled for discussion. The remaining consent calendar items were MOVED (Mikels), SECONDED (Bone) and UNANIMOUSLY APPROVED.

#### **3.1 Approval Items**

##### **3.1.1 Minutes of June 1, 2006 Meeting**

The minutes were corrected to reflect that Councilmember Bone attended the June meeting.

##### **3.1.2 FY 06-07 Aviation System Planning Grant Application**

##### **3.1.3 Cost Recovery Policy**

##### **3.1.4 Delegate Authority to the Executive Committee to approve Contracts as well as the Public Communications Media Relations and Public Affairs Contract in August 2006**

##### **3.1.5 Resolution 06-476-1 authorizing SCAG to accept \$335,412 FTA 5305 Grant Funds for projects and amend SCAG's OWP**

##### **3.1.8 Increase the Regional Council Leadership Development Training Budget**

##### **3.1.10 Establish a Cafeteria Plan**



### **Items pulled**

#### **3.1.6 San Fernando Valley Subregion**

Councilmember Clark questioned whether the establishment of a new subregion would affect the other subregions. SCAG staff reported that the creation of a new subregion would not affect the remaining subregions.

It was MOVED (Bowlen), SECONDED (Clark) and UNANIMOUSLY APPROVED.

#### **3.1.7 Revised Stipend and Mileage Reimbursement Policy**

Councilmember Young recommended that the base stipend for RC members be \$120.00. Mileage may be reimbursed and will be calculated at \$0.445. In addition parking validation for RC members attending monthly meetings will be included.

It was MOVED (Young), SECONDED (Norby) and UNANIMOUSLY APPROVED.

#### **3.1.9 Salary Survey Results**

Councilmember Lantz, Pomona, raised several questions regarding the salary survey and salary ranges as well as the basis and how it was the survey was conducted. She requested that additional background information be provided to her. Supervisor Norby expressed similar concerns as Councilmember Lantz.

It was MOVED (Lantz), SECONDED (Mikels) and OPPOSED (Norby) to APPROVE the salary range adjustments.

### **3.2 Receive & File**

#### **3.2.1 Purchase Orders/Contracts between \$5,000 - \$250,000**

President Burke recommended that all future contracts coming out of the general fund be delayed 60 days until funding of the RHNA has been identified. It was MOVED (Burke), SECONDED (Mikels) and UNANIMOUSLY APPROVED.

#### **3.2.2 CFO Monthly Financial Report**

#### **3.2.3 State and Federal Legislative Matrix**

#### **3.2.4 KPMG Management Letter**

#### **4.0 PRESIDENT'S REPORT**

##### **4.1 Announcement of Election of Chair & Vice Chair for the Energy and Environment Committee**

Hon. Dennis Washburn, Calabasas, Chair  
Hon. Margaret Clark, Rosemead, Vice Chair

##### **Chair & Vice Chair for the Administration Committee**

Hon Toni Young, Port Hueneme, Chair  
The Vice Chair will be elected after the President makes the committee appointments.

##### **4.2 Appointments**

Regional Council Interim Tribal Representative  
Andrew Masiel, Sr., Pechanga Tribal Council

Benchmarks Task Force  
Hon. Larry McCallon, Highland  
Jonathan Choi, Building Industry Association (BIA)

Compass Partnership  
Larry J. Kosmont, Renaissance Community Fund

##### **4.3 Executive Committee (EC) Report**

- Ratification of the Executive Director's Performance Evaluation pursuant to California Government Code §54957 b(1)
- Compensation and salary adjustment for Executive Director.

There was no action was taken. The item will be brought back for consideration.

##### **Discussion**

Councilmember Lantz requested to receive a written report of the Executive Director's performance evaluation prior to considering compensation. Several members expressed similar concerns. President Burke explained the evaluation process for the Executive Committee. She stated that a report could be provided to the RC however action would not be taken until the October meeting.

It was MOVED (Norby), SECONDED (Lantz) and OPPOSED (Pettis) to approve the recommendation as presented.

## **EC Report - Cont'd**

- **RFP**

President Burke requested that a report concerning the RFP on the selection of a search firm to fill Executive positions be presented by the Personnel Committee in November.

It was MOVED (Young), SECONDED (Ovitt) and UNANIMOUSLY APPROVED.

### **5.0 EXECUTIVE DIRECTOR'S REPORT**

Mark Pisano did not present a detailed report due to the RHNA discussion. However he gave a brief overview on the work accomplished during the month of July. He stated that priorities include seeking approval of: 1) The Regional Housing Needs Assessment (RHNA) Pilot Program; 2) The amendment of Regional Transportation Plan (RTP); and 3) Regional Transportation Improvement Program (RTIP).

### **6.0 ACTION ITEMS**

#### **6.1 Administration Committee Report**

There was no report at this time.

#### **6.2 Energy & Environment Committee (EEC) Report**

##### **6.2.1 Delegate Authority to the Executive Committee to approve the conformity determination for the 2006 Regional Transportation Improvement Program (RTIP) and reaffirm the conformity determination for the 2004 Regional Transportation Plan (RTP)**

It was MOVED (Washburn), SECONDED (Young) and UNANIMOUSLY APPROVED.

##### **6.2.2 Delegate Authority to the Executive Committee to approve the Conformity Determination for the 2004 (RTP) Amendment**

It was MOVED (Washburn), SECONDED (Mikels) and UNANIMOUSLY APPROVED.

#### **6.3 Transportation & Communications Committee (TCC) Report**

##### **6.3.1 Delegate Authority to the Executive Committee to adopt the 2006 RTIP**

It was MOVED (Baldwin), SECONDED (Pettis) and UNANIMOUSLY APPROVED.

6.3.2 Delegate Authority to the Executive Committee to Adopt the 2004 Regional Transportation Plan (RTP) Amendment

It was MOVED (Baldwin), SECONDED (Mikels) and UNANIMOUSLY APPROVED.

6.3.3 Proposed Strategy to update the 2004 RTP in compliance with SAFETEA-LU

It was MOVED (Baldwin), SECONDED (Pettis) and UNANIMOUSLY APPROVED.

6.4 **Community, Economic & Human Development Committee (CEHD) Report**

6.4.1 Regional Housing Needs Assessment (RHNA) Pilot Program

Hasan Ihkrata, Director, Planning and Policy, presented a brief report on the RHNA. He stated that the Regional Council and CEHD Committee was briefed and given feedback of staff's participation at several Housing Element Reform and CEQA Reform statewide working groups from the technical to the Executive levels. When it became obvious that no Housing law reforms were to be forthcoming in time for the next RHNA cycle, SCAG initiated a Pilot Program under guidance from the CEHD committee. The Pilot Program allows SCAG to complete the next RHNA cycle and refocuses housing planning efforts in Southern California on policy and integrated with regional planning.

Councilmember Bowlen stated that the CEHD Committee recommended approval of the Pilot Program. In addition, pages 196-198 of SCAG staff's report should be included and used as the basis to finalize the State Senate Transportation language prepared by Mark Stives.

Councilmember Bowlen also reported that a subcommittee would be formulated to review and further define the points listed in the draft language. Members will be contacted via email soliciting interest in serving on the subcommittee.

**Public Comment**

Tracy Sato, City of Anaheim, presented several comments on Mark Stives' language distributed to the CEHD Committee and RC members. Staff was asked to address each comment presented by Ms. Sato. Mark Pisano stated that Mark Stives requested SCAG's input as well as necessary adjustments on the language.

Councilmember Dixon expressed concerns regarding the language. He said the Mark Stives document is recognized in Sacramento as the legislative language. Therefore moving forward without including SCAG staff's language would be inappropriate. He wanted SCAG staff's report to be merged with Mark Stives language.

After a lengthy discussion President Burke asked Councilmember Bowlen to restate the CEHD's recommendation.

Councilmember Bowlen stated that the CEHD Committee recommended approval of the Pilot Program. In addition, pages 196-198 of SCAG staff's report should be included and used as the basis to finalize the State Senate Transportation language prepared by Mark Stives.

It was MOVED (Bowlen), SECONDED (Edney).  
There were 31 AYES and 7 NOES. The motion was approved.

6.5 **Communications & Membership Subcommittee Report**

The subcommittee did not meet, therefore there was nothing to report.

6.6 **Southwest Compact Task Force Report**

The task force did not meet, therefore there was nothing to report.

7.0 **INFORMATION ITEMS**

7.1 **State of the Motion Picture Industry**

Due to the lengthy discussions on the RHNA, the item was tabled until the September 14<sup>th</sup> meeting.

8.0 **LEGAL COUNSEL REPORT**

There was no closed session.

9.0 **FUTURE AGENDA ITEMS**


No future agenda items.

**10.0 ANNOUNCEMENTS**

There were no announcements.

**11.0 ADJOURNMENT**

The month of August is dark. The next meeting of the Regional Council is scheduled for September 14, 2006 at SCAG offices in downtown Los Angeles.

  
Mark Pisano, Executive Director

# MEMO

**DATE:** September 14, 2006

**TO:** Administration Committee  
Regional Council

**FROM:** Wayne Moore, CFO (213) 236-1804  
Email: moore@scag.ca.gov

**SUBJECT:** Contract Amendments over \$25,000



## SUMMARY:

### SCAG amended the following Contract(s):

- Fregonese Calthorpe Associates \$ 99,998  
Compass 2% Strategy Implementation
- IBI Group \$119,844  
Maglev System Design

## **CONSULTANT CONTRACT AMENDMENT**

**Consultant:**

Fregonese Calthorpe Associates (FCA)

**Scope:**

FCA is currently under contract to integrate several inter-related planning efforts to meet the requirements of the 2007 RTP growth forecasting process, including the assistance in the development of the socioeconomic data sets for 2007 RTP/EIR, the continued implementation of the Compass 2% Strategy program and the development and implementation of additional tools and resources for the Compass 2% Strategy. The key components include:

Compass 2% Strategy refinement, implementation, consensus building and program marketing, including further development of the SCAG subregional program

Develop partnerships with local governments, developers, non-profits, banking industry, etc. to initiate and complete 25-30 Demonstration Projects throughout the SCAG region

Develop a web-based interactive data and mapping tool for 5 counties similar to and compatible with the existing LA LOTS program

Assist SCAG staff in the development of the 2007 Growth Forecast including growth projections without regional policy input and growth projections and growth alternatives with regional policy input

The purpose of this amendment is to add ten subregional partner workshops for the purpose of building a consensus small area allocation of the 2035 regional forecast. FCA is currently tasked with holding three (3) regional workshops to allow public and stakeholder involvement in selecting and refining the final scenarios. This task adds 10 additional workshops. The workshops will be conducted using the iPlaces software. Participants will work on a map while a facilitator enters their input into the iPlaces GIS interface. This will allow the participants to make changes and see the effects of policies immediately during the workshop.

**Contract Amount:**

This amendment is for	\$ 99,998
Original contract is for	\$2,636,261
<b>Total contract value is not to exceed</b>	<b>\$2,736,259</b>
(This amendment is within the 30% limitation)	

**Contract Period:**

November 28, 2005 through June 30, 2007



<b>Work Element:</b>	06-050.SCGC1	\$350,000	(Funding source: Consolidated Planning Grant – FHWA & FTA)
	06-055.SCGC2	\$200,000	(Funding source: Consolidated Planning Grant – FHWA & FTA)
	06-050.SCGC1.5	\$112,956	(Funding source: Consolidated Planning Grant – FHWA & FTA)
	06-055.SCGC2.5	\$225,912	(Funding source: Consolidated Planning Grant – FHWA & FTA)
	06-055.SCGC1.2	\$300,000	(Funding source: Consolidated Planning Grant – FHWA & FTA)
	07-055.SCGC4	\$ 99,998	(Funding source: Consolidated Planning Grant – FHWA & FTA)
	07-065.SCGC1	\$675,000	(Funding source: Consolidated Planning Grant – FHWA & FTA)
	07-XXX.XXXX	\$772,393	(Funding source: State Blueprint Grant Funds and, if necessary, Consolidated Planning Grant – FHWA & FTA subject to approval of SCAG's 06/07 OWP budget amendment)

**Request for Proposal:** Not applicable

**Selection Process:** Not applicable

**Basis for Selection:** FCA is currently conducting this large-scale inter-disciplinary work program with a team of subconsultants who bring specific expertise and has gained tremendous experience and familiarity with the required tasks.

This amendment supports the overall Compass Blueprint and RTP goals for implementation. This amendment will substantially enhance the overall quality and scope of the local government outreach requirements for the update to the regional growth forecast that is mandated for the 2007 RTP.

## **CONSULTANT CONTRACT AMENDMENT**

**Consultant:** IBI Group

**Scope:** IBI Group was awarded Contract No. 06-049-C1 for the Maglev System Design study. IBI Group is performing technical work to identify and develop a conceptual design for the integration of a high-speed magnetic levitation (Maglev) system connecting regional airports in Southern California, and to develop a strategic plan to address institutional, legal, and financing issues associated with system implementation.

The purpose of this amendment is twofold. First, this amendment will add analysis to examine the opportunities and define a potential extension of the Maglev system to the Southern California Logistics Airport (SCLA) in Victorville. The Victorville area is experiencing a significant level of growth, and the SCLA is emerging as a major air cargo hub. The impacts and opportunities of passenger service will be examined.

Second, this amendment will add analysis to refine the institutional, legal, and financing framework of the system design and focus specifically on the extended Initial Operating Segment (IOS). This refinement and detail is necessary to fully develop the framework and move the IOS concept closer to implementation. The contract end date of June 30, 2007 will remain unchanged.

**Contract Amount:** This amendment is for \$119,844  
Original contract is for \$399,481  
**Total contract value is not to exceed \$519,325**  
(This amendment is within the 30% limitation)

**Contract Period:** April 27, 2006 through June 30, 2007

**Work Element:** 06-244.SCGC1 - \$399,481 (Funding source: SP&R)  
07-015.SCGC2 - \$119,844 (Funding source: SP&R)

**Request for Proposal:** Not applicable

**Selection Process:** Not applicable

**Basis for Selection:** IBI is currently conducting the technical study under the contract and has gained tremendous experience and familiarity with the required tasks.

This amendment supports the overall RTP goal for implementation of the Maglev program. The analysis of a possible extension to Victorville supports the RTP strategy of connecting regional airports with high-speed rail. This amendment will also produce detailed and comprehensive analysis to address the relevant institutional, legal, and financing issues surrounding implementation of the extended IOS. Without this amendment, SCAG would be unable to effectively advance its Maglev strategy towards implementation.

# REPORT

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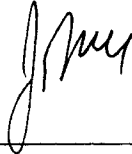
**DATE:** September 14, 2006

**TO:** Administration Committee and  
Regional Council

**FROM:** Don Rhodes, Manager of Government & Public Affairs, 213 236-1840

**SUBJECT:** 2006-2007 California Trucking Association Membership Dues

**EXECUTIVE DIRECTOR'S APPROVAL:**



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**RECOMMENDED ACTION:**

**Approve payment of annual 2006-2007 California Trucking Association membership dues in the amount of \$230.**

**BACKGROUND:**

Maintaining membership in the California Trucking Association (CTA) supports SCAG's efforts in working with various goods movement stakeholders. SCAG has been a member of CTA for the past four years.

**FISCAL IMPACT:**

California Trucking Association membership dues are paid partially from the General Fund (GF) and partially from the Government Affairs indirect budget (non-lobbying expenses). The portion being expensed from the GF totals \$30 and was budgeted in the approved FY 2006-2007 General Fund.

BD # 125299  
8/23/06

# REPORT

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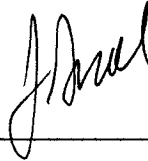
**DATE:** September 14, 2006

**TO:** Administration Committee and  
Regional Council

**FROM:** Don Rhodes, Manager of Government & Public Affairs, 213 236-1840

**SUBJECT:** 2006-2007 California Association of Councils of Government (CALCOG)  
Membership Dues

**EXECUTIVE DIRECTOR'S APPROVAL:**



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**RECOMMENDED ACTION:**

**Approve payment of annual 2006-2007 CALCOG membership dues.**

**BACKGROUND:**

SCAG has been a member in good standing of CALCOG for many years. CALCOG membership affords SCAG with the opportunity to meet with our counterpart Councils of Government throughout the state, speak with a unified voice on particular matters of interest, and have an additional source of information and access to the activities in Sacramento and the state legislature.

Maintaining our membership in CALCOG is to SCAG's benefit and staff supports our continued involvement. This year's dues are \$39,773.88.

**FISCAL IMPACT:**

CALCOG dues are paid partially from the General Fund (GF) and partially from the Government Affairs indirect budget (for non-lobbying expenses). The portion being expensed from the GF totals \$7584 and was budgeted in the approved FY 2006-2007 General Fund.

BD # 125294  
8/23/06

# REPORT

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**DATE:** July 6, 2006

**TO:** Regional Council

**FROM:** Sheryll Del Rosario, Associate Regional Planner, (213) 236-1879  
[delrosar@scag.ca.gov](mailto:delrosar@scag.ca.gov)

**SUBJECT:** Administration of SCAG's Clean Cities Coalition

**EXECUTIVE DIRECTOR'S APPROVAL:**



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## RECOMMENDED ACTION:

Authorize SCAG's Executive Director or his designee to enter into a Memorandum of Understanding (MOU) with The Partnership to authorize The Partnership to continue as the administrator of the SCAG Clean Cities Coalition.

## SUMMARY:

The Partnership, an independent, non-profit organization, has been administering the SCAG Clean Cities Coalition since 1999 and is requesting the continuation of their current responsibilities as the Clean Cities Coalition administrator.

## BACKGROUND:

Sponsored by the U.S. Department of Energy (DOE), the mission of the Clean Cities Coalition is to advance the economic, environmental, and energy security of the United States by supporting local decisions to adopt practices that contribute to reduced petroleum consumption in the transportation sector. Clean Cities carries out this mission through a network of more than 80 volunteer, community-based coalitions, which develop public/private partnerships to promote the use of alternative fuels and vehicles, expand the use of fuel blends, encourage the use of fuel economy practices, increase the acquisition of hybrid vehicles by fleets and consumers, and advance the use of idle reduction technologies in heavy-duty vehicles.

On January 11, 1996, the Southern California Association of Governments (SCAG) entered into an agreement with the DOE, which recognized SCAG as the lead agency implementing the Clean Cities Coalition in the Region. In 1999, SCAG assigned to The Partnership, an independent, non-profit organization, the responsibilities and commitments associated with managing the Clean Cities Coalition. On October 4, 2001, SCAG's Regional Council unanimously approved renewal of the Clean Cities Memorandum of Understanding (MOU) between SCAG and the DOE. On October 31, 2001, the DOE formally recognized The Partnership as the administrator of the SCAG Clean Cities Coalition. In February 17, 2006, DOE reaffirmed SCAG's designation as a member of the Clean Cities Coalition.

# REPORT

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Since its inception, The Partnership has been administering the Clean Cities Coalition in the SCAG region and working to build up and support the public and private participants of the Clean Cities Coalition. The Partnership has been facilitating the creation of public/private business relationships and endeavors that serve to accelerate the deployment and market acceptance of Advanced Transportation Technologies throughout Southern California. The Partnership reports annually to the Energy and Environment Committee.

## **FISCAL IMPACT:**

The Partnership does not receive any SCAG funding. Work related to this item is included in the FY 2006-07/(07-025) Overall Work Program under Air Quality/Conformity.

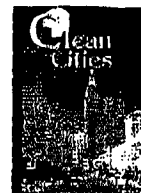
## **ATTACHMENTS:**

Letter from The Partnership.



## **The Partnership**

21845 E. Copley Drive, Suite 1138, Diamond Bar, CA 91765  
Phone: (909) 396-5757 Ext. 230 / Fax: (909) 396-5754  
Email: [joann@the-partnership.org](mailto:joann@the-partnership.org)  
Web: [www.the-partnership.org/ccities.htm](http://www.the-partnership.org/ccities.htm)



June 14, 2006

Southern California Association of Governments  
818 7<sup>th</sup> St  
Los Angeles, CA 90017

Subject: Administration of the Southern California Regional Clean Cities Coalition

To all interested parties:

**Background:**

On January 11, 1996 SCAG entered into an agreement with the Department of Energy. At that time, SCAG, working with The Partnership, was designated as a regional Clean Cities Coalition and became a member of the national Clean Cities program.

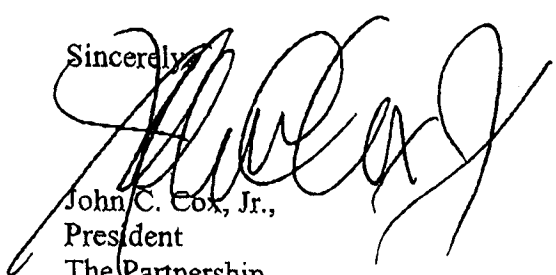
On October 4, 2001 SCAG's Regional Council unanimously approved the renewal of the Clean Cities Memorandum of Understanding between SCAG and the DOE. On October 31, 2001, the DOE recognized The Partnership as the administrator of the SCAG Clean Cities program and acknowledged that the financial management and reporting obligations are the responsibility of The Partnership and will remain in effect until otherwise stated.

On February 17, 2006 the Department of Energy confirmed our coalition status for another five years. Their approval letter congratulated the Coalition for ten successful years in the Clean Cities program and stated that they look forward to our continued support and participation.

The Partnership hereby requests that SCAG and its regional council consider and approve The Partnership's continued administration of the Clean Cities program.

Please contact JoAnn Armenta of my staff if you have additional questions at (909) 396-5757 or [joann@the-partnership.org](mailto:joann@the-partnership.org).

Sincerely,

  
John C. Cox, Jr.,  
President  
The Partnership



# REPORT

**DATE:** August 22, 2006  
**TO:** Regional Council and Administration Committee  
**FROM:** Karen Tachiki, Chief Legal Counsel, 213-236-1816, [tachiki@scag.ca.gov](mailto:tachiki@scag.ca.gov)  
**SUBJECT:** Fulbright & Jaworski Contract

**EXECUTIVE DIRECTOR'S APPROVAL:**

*Handwritten signature: Hans R. K. [unclear] for me*

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## RECOMMENDED ACTION:

Authorize renewal of the contract with Fulbright & Jaworski contract to provide for continuing legal services for Fiscal Year 2006-2007.

## BACKGROUND:

The Regional Council previously authorized the retention of Fulbright & Jaworski and in particular, Colin Lennard to serve as the General Counsel. Mr. Lennard has served as SCAG's General Counsel for over twenty years. Under the terms of the current contract, Mr. Lennard provides legal services as requested by the Regional Council, Executive Director and the Chief Counsel. All legal services performed by the Fulbright & Jaworski firm are billed at the blended rate of \$255 an hour. At the time of preparing this memorandum Mr. Lennard had a death in his family and therefore, we were unable to finalize the proposed new hourly rate under the renewed contract. We will advise you of the new hourly rate at the time of consideration of this item. It should be noted however, that under any increased hourly rate the maximum amount payable under the contract will remain \$200,000 as it is today.


## FISCAL IMPACT:

Funds for legal services have been budgeted for Fiscal Year 06-07.

# REPORT

**DATE:** September 14, 2006

**TO:** Administration Committee  
Regional Council

**FROM:** Hasan Ikhata, Director, Policy and Planning Department 

**SUBJECT:** Regional Housing Needs Assessment (RHNA) General Fund Request

**EXECUTIVE DIRECTOR'S APPROVAL:**

 for MP

## RECOMMENDED ACTION:

Designate \$100,000 in SCAG General Fund resources to fund RHNA related activities through December 31, 2006.

## SUMMARY:

A RHNA policy methodology workshop will be conducted after subregional workshops are finished and local input and feedback on AB 2158 considerations are presented. This second methodology workshop will cover policy issues, including but not limited to: fair share adjustments to avoid the over concentration of lower income households, vacancy rate and demolition assumptions that assure a healthy functioning housing market; allocation of growth between incorporated and unincorporated areas, balancing job and housing growth to lessen commuter housing demand, revisions and appeals policies and procedures and other adjustments as appropriate. This session is scheduled for November 2006 and SCAG General Funds are requested to support staff work related to the review and presentation of these issues, and interaction with the State Department of Housing and Community Development and local governments. This covers Phase I funding. A Phase II funding request will be presented in January 2007 to cover RHNA costs through August 2007.

## BACKGROUND:

Options to pay for the development of the 2007 RHNA include each of the following potential resources, either separately or in some combination:

- A new RHNA fee as allowed in current statute
- Use of the SCAG General Fund
- Use of growth forecast related funds from the current OWP
- Use of California Blueprint grant funds

Approximately, \$100,000 in SCAG General Fund resources are needed to fund RHNA costs through December 2006. These resources will primarily be used to support work related to a RHNA methodology workshop in November 2006. This will follow a public hearing on RHNA methodology which will review the RHNA timeline, identify how public noticing will be conducted and show how the growth forecast and needs assessment will be integrated into one forecast process. It will also describe the workshop format for 14 subregional sessions that will occur in October 2006. The 14 subregional workshops will focus on small area allocation at which local governments may submit AB 2158 planning factors for consideration in refining variables and the distributions of growth in their subregion. A proposed budget and timeline is attached.

# REPORT

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**FISCAL IMPACT:**

The General Fund request of \$100,000 is available in the General Fund reserve account.

## SCAG RHNA PILOT PROGRAM SEPTEMBER- DECEMBER 2006 BUDGET

RHNA Work Activities		Budget
RHNA1	Consult with HCD on growth forecasts for the region	\$8,500
RHNA2	Housing data for existing conditions, replacement & vacancy needs from 2000 Census	\$8,500
RHNA3	Determine the methodology for parameters used to translate households to housing units	\$12,500
RHNA4	Determine methodology/policies to allocate housing needs by local jurisdictions based on "fair share" & "equity" principles	\$35,000
RHNA5	Determine methodology/policies to allocate housing needs by income categories as required by housing law	\$35,500
RHNA6	Formation of Subregional Entities	\$0
RHNA7	Revision/reconcile differences among various needs allocations: Baseline, Blueprint Compass and Fair-share allocation	\$0
RHNA8	Facilitation/Determination of revision requests and trading among local jurisdictions	\$0
RHNA9	Public hearing for final approval	\$0
		<hr/> \$100,000

**DRAFT Growth Integrated Forecast/ RHNA Timeline**  
**August 2006- June 2008**

Aug 28	Public notification of first public hearing/methodology workshop and outline of RHNA process.
Aug 29	Notify subregions of subregional delegation opportunity.
Sept 14	SCAG forms CEHD subcommittee to work on housing methodology policy.
Sept 15 – Nov 2006	Housing subcommittee meets to discuss and make recommendations to CEHD on RHNA housing methodology policies.
Sept 15	Deadline for subregions to accept delegation.
Sept 28	First public hearing/methodology workshop. SCAG will take testimony, present the four variables, and explain what factors were used for the forecast and how this work informs the RHNA process.
Oct 2006	SCAG conducts 14 subregional workshops.
Oct 2006	Public notification 30 days in advance of second public hearing/methodology workshop.
Nov 2006	Second public hearing/methodology workshop. This will convene after the final Housing Subcommittee meeting and will focus on policy recommendations.
Dec 1	SCAG will approve the 4 variables and RHNA draft regional housing allocation plan for all jurisdictions. Review/appeals process begins.
Feb 1, 2007	Last day for jurisdictions to file appeals based on AB 2158 factors.
Feb 11	Deadline for SCAG to notify jurisdictions of a public hearing for their appeal within 10 days of receiving the intent to appeal.
Mar 11-16	Public hearings held for appealing jurisdictions based on AB 2158 factors. The hearings will be held between 30 and 35 days from the date of SCAG's notification.
Mar 16	End of the appeals filing and hearing process. Alternative distribution and transfers may occur until SCAG adopts a final housing need allocation plan.
May 5	SCAG issues a proposed final allocation plan based on appeals and input received. This occurs within 45 days of the end of the appeals filing and hearing process.
Jun 2	SCAG holds a public hearing to present the final housing need allocation plan. This occurs within 45 days of issuance of the proposed final allocation plan.
Jun 3	SCAG submits its final housing need allocation plan to HCD.
Aug 3, 2007	Final adoption of the Housing Allocation Plan by HCD.
Jun 30, 2008	Due date for jurisdictions in the SCAG Region to submit revised Housing Elements to HCD.

Definitions of Acronyms:

**RHNA: Regional Housing Needs Assessment**

State law requires that jurisdictions provide their fair share of regional housing needs. The Department of Housing and Community Development (HCD) is mandated to determine the state-wide housing need.

**SCAG: Southern California Association of Governments**

As the designated Metropolitan Planning Organization, SCAG is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, air quality, as well as adhere to state level mandates such as responsible for preparation of the RHNA.

**CEHD: SCAG Community, Economic and Human Development Committee**

The role of the CEHD Committee is to study problems, programs and other matters which pertain to the regional issues of community, economic and human development and growth in the SCAG Region.

**HCD: State of California Department of Housing and Community Department**

As California's principal housing agency, the mission of HCD is to provide leadership, policies and programs to expand and preserve safe and affordable housing opportunities and promote strong communities for all Californians.

# REPORT

**DATE:** August 18, 2006  
**TO:** Administration Committee, Regional Council  
**FROM:** Alan Thompson, Senior Regional Planner 213.236.1940 thompson@scag.ca.gov  
**SUBJECT:** I-710 (south) EIR/EIS MOU

**EXECUTIVE DIRECTOR'S APPROVAL:**



## RECOMMENDED ACTION:

Authorize SCAG to enter into an MOU between SCAG, the California Department of Transportation (Caltrans), the Gateway Cities Council of Governments (GCCOG) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) for the purposes of a Statement of Intent, defining the roles and responsibilities of the parties with regard to the project.

This is not the Cooperative Agreement which the parties will enter into later in order to address funding mechanisms, terms, reporting and audit requirements, and any and all other terms and conditions.

## SUMMARY:

The MOU specifies the parties:

- 1) Establish a joint project team to undertake the following tasks:
  - i) Secure completion of Project Identification Number.
  - ii) Develop a funding and financing plan for the EIR/EIS to include \$30 million in funding commitments from multiple partners, including SCAG, for the project report and environmental document for the project. It is the intent of the parties to assist in providing and/or securing additional funding as required and subject to availability and appropriation of funds.

The budget breakdown is as follows:

SCAG	\$1 million in direct support of project.
	\$2 million in "in-kind" contributions
LACMTA	\$5 million
GTWCOG	\$5 million
Port of LA	\$5 million
Port of LGB	\$5 million
Caltrans	\$5 million
<u>I-5 JPA</u>	<u>\$2 million</u>
	\$30 million
  - iii) Identify near-term improvement strategies for the corridor's air quality.
  - iv) Prepare a Preliminary Report (PR) and combined EIR/EIS for the locally preferred strategy.
  - v) Prepare a PR including all necessary environmental documentation and related technical studies.

- 2) The LACMTA will act as Project Manager.
- 3) Governance structure will consist of an executive committee, a Goods Movement Strategy Advisory Group, an EIR/EIS Project Committee, a Technical Advisory Committee and Community Advisory Committee(s).
- 4-7) Defines the roles of each committee described above.
- 8) Defines the membership of each committee described above.
- 9) Acknowledges the liability limitations of each party as public entities under Government Code Section 895.4.

## **BACKGROUND:**

The I-710 Major Corridor Study was initiated in January 2001, under SCAG Regionally Significant Transportation Investment Studies (RSTIS) guidelines, to analyze the traffic congestion, safety, and mobility problems along the I-710 travel corridor and to develop transportation solutions to address these problems as well as some of the quality of life concerns experienced in the I-710 Corridor.

In April of 2003, five alternatives had been evaluated in detail and information on their benefits, costs, and impacts were made available to the public.

In response to community concerns regarding the alternatives, a "Draft Hybrid Design Concept" was developed. The purpose of the draft hybrid design concept was to improve the I-710 focusing on safety improvements; addressing heavy duty truck demand as well as general purpose traffic; improving reliability of travel times; and separating autos and trucks to the greatest extent possible while limiting right-of-way impacts.

In general terms, the draft hybrid design concept is comprised of 10 general-purpose traffic lanes, 4 exclusive truck lanes, and interchange improvements from Ocean Boulevard in Long Beach to the intermodal railroad yards in Commerce/Vernon.

Three overarching principles defined the priorities of the Community Advisory Committees and reflected the consensus that emerged during their deliberations:

- 1) This is a corridor – considerations go beyond the freeway and infrastructure.
- 2) Health is the overriding consideration.
- 3) Every action should be viewed as an opportunity for repair and improvement of the current situation.

The Oversight Policy Committee adopted the draft hybrid concept as the locally preferred strategy for the I-710 Major Corridor Study in 2004. It is described as follows:

- Hybrid Design Concept, which consists of ten (10) mixed flow lanes, specified interchange improvements, and four (4) truck lanes between the intermodal rail-yards in Vernon/Commerce and Ocean Boulevard in Long Beach (see Figure S-1).
- Alternative B – Transportation System Management/Transportation Demand Management Improvements.
- Improvement to arterial highways within the I-710 Corridor.
- Construction of truck inspection facilities to be integrated with the selected overall design concept.

# REPORT

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**FISCAL IMPACT:**

SCAG's portion of the MOU is \$3 million in cash, \$2 million in in-kind over three years. \$333,000 is budgeted this year.



MEMORANDUM OF UNDERSTANDING AMONG  
DISTRICT 7 OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION,  
THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS,  
THE GATEWAY CITIES COUNCIL OF GOVERNMENTS,  
AND  
THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION  
AUTHORITY  
REGARDING AN ENVIRONMENTAL IMPACT REPORT  
(EIR)/ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR THE INTERSTATE  
710 (I-710) CORRIDOR

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RECITALS:

This agreement is made by and between District 7 of the California Department of Transportation ("STATE"), the Southern California Association of Governments ("SCAG") the Gateway Cities Council of Governments (GCCOG), and the Los Angeles County Metropolitan Transportation Authority ("METRO") collectively referred to as the "Parties".

- A. WHEREAS, STATE is responsible for approving, funding, and helping to implement those transportation programs in that portion of Southern California which includes all of Los Angeles County to further statewide transportation policy; and
- B. WHEREAS, SCAG is a joint powers agency established pursuant to California Government Code section 6502 *et seq.*; and
- C. WHEREAS, SCAG, as the designated Metropolitan Planning Organization ("MPO") and the designated Transportation Planning Agency ("TPA") for the counties of Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial, is responsible under both federal and state law for engaging in a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan ("RTP") and a Regional Transportation Improvement Program ("RTIP"); and
- D. WHEREAS, the GCCOG is a joint powers agency established pursuant to California Government Code section 6502 *et seq.* and is a sub-regional

organization affiliated with and funded in part by SCAG which assists SCAG in its transportation planning processes; and

- E. WHEREAS, METRO is the transportation planning and programming agency for Los Angeles County and is responsible for Los Angeles County's Long Range Transportation Plan ("LRTP") and the Los Angeles County Transportation Improvement Program ("TIP"); and
- F. WHEREAS, the Parties previously entered into a Memorandum of Understanding ("Corridor Study MOU") dated May 26, 2000, as amended by the Amendment to the Memorandum of Understanding dated December 14, 2000, and by the Second Amendment to the Memorandum of Understanding dated March 5, 2003, defining the roles and responsibilities of the parties to the MOU relative to the development and completion of the I-710 Major Corridor Study; and
- G. WHEREAS the Parties are members of the I-710 Major Corridor Study Oversight Policy Committee ("OPC") pursuant to the Corridor Study MOU, which received and adopted the I-710 Major Corridor Study on November 18, 2004; and
- H. WHEREAS, on November 18, 2004, the I-710 OPC took the following actions:
  - 1) Voted unanimously to adopt the Locally Preferred Strategy described and illustrated in the report attached hereto as "Attachment 1," and incorporated herein by this reference, for purposes of environmental analysis, to incorporate the results of the sub-area "Mini-Study" upon its completion, and to seek funding to initiate an Environmental Impact Report /Environmental Impact Statement ("EIR/EIS");
  - 2) Voted unanimously to request the GCCOG to return with suggested steps for initiating the development and implementation of a corridor level Air Quality Action Plan to include not only technical, but also funding, institutional structure and legislative strategies, as well as an approach to holding public agencies with jurisdiction in the I-710 ("Corridor") accountable for progress in meeting air quality and public health objectives in the Corridor and Region;
  - 3) Voted unanimously to forward the Tier 2 report in its entirety to be accepted as pre-scoping guidance to the preparation of the EIR/EIS;
  - 4) Voted unanimously to request the GCCOG to identify and pursue appropriate avenues to implement those Tier 2 recommendations that prove to exceed the scope of any I-710 transportation improvement project and report back to the community; and

- 5) Voted unanimously to request METRO and GCCOG staff to suggest a process and structure for continuing community participation throughout the environmental analysis; and
- I. WHEREAS, on January 27, 2005, the METRO Board of Directors took the following actions:
- 1) Adopted the Draft Final Report on the I-710 Major Corridor Study between the Ports of Los Angeles/Long Beach and State Route ("SR")-60 Pomona Freeway;
  - 2) Authorized the METRO Chief Executive Officer (CEO) to proceed with the preparation of a Scope of Work and funding plan that will include funding commitments from multi-partners for the Environmental Phase of the I-710 Major Corridor Study's Locally Preferred Strategy and use input from the I-710 Community Advisory Committee in the Environmental scoping process. The Scope of Work should also include impacts to the I-710/SR-60 Interchange and evaluation of alternative project delivery methods;
  - 3) Received the Tier 2 Community Advisory Committee report to be accepted and utilized as pre-scoping guidance for the EIR/EIS; and
  - 4) Directed the METRO CEO, with the assistance of state and federal advocates, to work with the appropriate governmental and non-governmental agencies to form a multi-jurisdictional entity ("Project Entity") to coordinate the appropriate aspects of the PROJECT, including identification of a funding plan with funding sources from multiple partners; and upon formation, the Multi-Jurisdictional partnership be tasked with identifying strategies for achieving near-term improvements to the Corridor's air quality and that the strategies be identified prior to initiation of the EIR/EIS request for proposals.
- J. WHEREAS, the Parties desire to prepare a Project Report and Environmental Document for the Corridor (the "PROJECT") and intend to work cooperatively to conduct and complete an appropriate Project Initiation Document ("PID") and initiate a Project Report ("PR") and a combined EIR/EIS; and
- K. WHEREAS, the Parties intend to work together and with other appropriate governmental and non-governmental agencies to create a cooperative framework to coordinate the appropriate aspects of the PROJECT; and
- L. WHEREAS, the purpose of this MOU is to serve as a Statement of Intent defining the roles and responsibilities of the Parties with regard to the Project, and not as a Cooperative Agreement which the Parties to this MOU will be entering to address

all funding mechanisms, terms, reporting and audit requirements, and any and all other general terms and conditions,

AGREEMENT:

NOW, THEREFORE, the parties hereby agree as follows:

1. The Parties will establish a joint project development team ("Team") that will consist of appropriate staff and consultants to undertake the following tasks contingent on the availability of sufficient funds:
  - a) Secure completion of the appropriate PID for the purposes of ensuring project standing for programming purposes. The PID will be the Project Study Report ("PSR"), which identifies the Locally Preferred Strategy adopted by the OPC as the preferred alternative;
  - b) Develop a funding and financing plan for the I-710 EIR/EIS. The funding plan will include \$30 million in funding commitments from multiple partners: the Ports of Long Beach and Los Angeles, the I-5 Joint Powers Authority, STATE, GCCOG, SCAG and METRO, for the Project Report and Environmental Document for the PROJECT pursuant to the Major Corridor Study's Locally Preferred Strategy. It is the intent of the Parties to assist in providing and/or securing additional funding as required and subject to availability and appropriation of funds;
  - c) In conjunction with the I-710 Project Governance Structure as set forth in Attachment 2, attached hereto and incorporated herein by this reference, identify strategies for achieving near-term improvements to the Corridor's air quality;
  - d) Prepare a PR and combined EIR/EIS document for the Locally Preferred Strategy, including the results of the I-5/I-710 Mini-Study. GCCOG, SCAG, and METRO acknowledge that the Federal Highway Administration ("FHWA") is charged with being the lead agency with respect to the federal National Environmental Protection Act ("NEPA"), unless that responsibility is transferred by FHWA to STATE, pursuant to applicable law, and that STATE is the lead agency for California Environmental Quality Act ("CEQA") purposes. METRO will be a Responsible Agency and will assist in the preparation of the Environmental Document ("ED") and will consider the ED prior to and in accordance with the requirements of CEQA and NEPA. The draft and final ED will require STATE's review and approval prior to public circulation; and

- e) Using Team resources and private consultants, prepare a PR, including all necessary environmental documentation and related technical studies and preliminary plans, and submit each to STATE for STATE review at appropriate stages of development. The PR and preliminary plans shall be signed by a Civil Engineer registered in the State of California.
2. Provided funding is made available under a Cooperative Agreement, METRO will act as Project Manager for the PROJECT. As Project Manager, METRO will manage and administer the PR/EIR/EIS and community outreach/public participation contracts. This will include Project Administration, Procurement of Consulting Services, Progress Reporting, Project Meetings, and Coordination and Communication with all involved agencies and affected parties. METRO will also develop an internal review process that will include all members of the Team as well as maintain a Project File. The Project file shall be maintained so as to be available as the Administrative Record of the approval of the EIR or EIS in the event that the EIR or EIS is challenged in federal or state court.
3. The Parties agree that the I-710 Project Governance Structure shall consist of the I-710 Executive Committee, the Goods Movement Strategy Advisory Group, the I-710 EIR/EIS Project Committee, the Technical Advisory Committee (TAC), and Community Advisory Committee(s), as set forth in Attachment 2.
4. The Parties agree that the I-710 Executive Committee will coordinate the appropriate aspects of the PROJECT, including policy assistance, guidance, and identification of a funding plan with funding sources from multiple partners; and upon formation will be tasked with identifying strategies for achieving near-term improvements to the Corridor's air quality. The Executive Committee will be administered jointly by the GCCOG and METRO. This will include preparation of agendas, scheduling meetings, and other support activities.
5. To assist the I-710 Executive Committee and the I-710 EIR/EIS Project Committee with complex multi-jurisdictional issues, a Goods Movement Strategy Advisory Group will be formed. This ad hoc resource group will be available for guidance and support on legislative, regulatory, funding and other specialized issues. Membership may include, but is not limited to, state and federal legislators, air quality experts, rail, trucking, and shipping business interests, Chairpersons or representatives from the SCAG Goods Movement Task Force, etc. The I-710 Executive Committee will determine the group's composition depending upon the issue(s) currently being addressed.
6. The Parties agree that the I-710 EIR/EIS Project Committee as described and illustrated in Attachment 2, will work in coordination with the TAC to provide policy assistance, guidance and direction to the Team for the I-710 EIR/EIS. The I-710 EIR/EIS Project Committee shall establish one or more Community Advisory Committee(s) to provide input to the environmental phase of the I-710

EIR/EIS. The GCCOG will be responsible for providing administrative support to the I-710 EIR/EIS Project Committee and to the TAC. Meeting schedules and agendas will be developed collaboratively by the Team.

7. In addition to the above, the TAC shall consider the technical aspects of the PROJECT, advise the Team on technical concerns, and provide recommendations to the I-710 EIR/EIS Project Committee as directed by the Team or the I-710 Executive Committee at key milestones of the PROJECT.
8. The following is a list of Committee Membership:
  - a) The I-710 Executive Committee shall be comprised of locally elected or appointed officials as follows: one member of METRO's Board of Directors; one member of GCCOG; one representative of STATE, one representative of SCAG, one member of the County of Los Angeles Board of Supervisors, the I-710 EIR/EIS Project Advisory Committee Co-Chairs; one member of the Board of Harbor Commissioners of the Port of Long Beach; and one member of the Board of Harbor Commissioners of the Port of Los Angeles.
  - b) The I-710 EIR/EIS Project Committee shall be comprised as follows, provided that non-parties to this MOU have executed an implementation agreement with the GCCOG: one member of the city council of each of the cities of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Long Beach, Lynwood, Maywood, Paramount, South Gate and Vernon; one member of the Board of Harbor Commissioners of the Port of Long Beach; one member of the Board of Harbor Commissioners of the Port of Los Angeles; one member of Los Angeles County Board of Supervisors; one member of METRO; one representative of STATE; one representative of SCAG; one representative from the I-5 Consortium Cities Joint Powers Authority; and the President of the San Gabriel Valley Council of Governments. The Project Committee shall elect two co-chairs to serve on the Executive Committee, one from the Northern area and one from the Southern area of the region represented by the members of the Project Committee.
    - 1) The I-710 EIR/EIS Project Committee shall have the authority to name, as ex-officio members, additional governmental agencies, upon a finding by a two-thirds vote of the members of the Committee that the resources and/or expertise of such an agency constitutes an important resource for resolving matters currently under consideration by the Committee.
  - c) The TAC shall be comprised of the following: One staff member each from the Federal Transit Administration ("FTA"), FHWA, California

Highway Patrol ("CHP"), and South Coast Air Quality Management District ("SCAQMD"), and one staff member from each agency represented in the Project Committee, as set forth in paragraph b above. The members of the TAC shall be selected by the following: The City Manager of each city represented in the Project Committee; the Director, CEO or Executive Director, as applicable, of the following agencies: the Los Angeles County Department of Public Works, STATE, METRO, Port of Los Angeles, Port of Long Beach, SCAG, and SCAQMD; and the respective Regional Administrators of FTA and FHWA. Each person selected to be a member of the TAC shall have the relevant expertise in the technical aspects of the Project. The TAC may, by two-thirds vote, add as additional members representatives from other federal, state, or regional governmental agencies if it determines that the resources or expertise of that agency would be beneficial to the PROJECT.

9. Each of the parties to this Agreement is a public entity. Pursuant to Government Code Section 895.4, each party shall indemnify, defend and hold each of the other parties, and their respective officers, agents and employees harmless from and against any liability and expenses, including defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of risk of property, any legal fees and any claims for damages of any nature whatsoever arising out of or in connection with any work performed by and or service provided by the indemnifying party or its officers, agents employees, contractors and subcontractors under this Agreement:

IN WITNESS WHEREOF, the parties have caused this MOU to be duly executed and delivered as of the last date set forth below by the undersigned parties

GATEWAY CITIES COUNCIL OF GOVERNMENTS

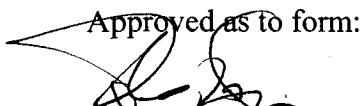


Richard Powers, Executive Director

7/17/06

Date

Approved as to form:

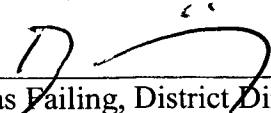


Richard Jones, General Counsel for Gateway Cities COG

7/17/06

Date

DISTRICT 7 OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION

  
Douglas Failing, District Director

8/1/06

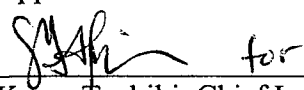
Date

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Mark A. Pisano, Executive Director

Date

Approved as to form:

 for

Karen Tachiki, Chief Legal Counsel at SCAG

8/3/06

Date


LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Roger Snoble, Chief Executive Officer

Date

Approved as to form:

Raymond G. Fortner, Jr.  
County Counsel

By: 

Deputy County Counsel

7/13/06

Date

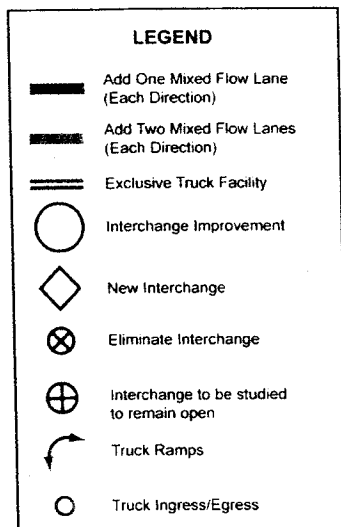


ATTACHMENT 1

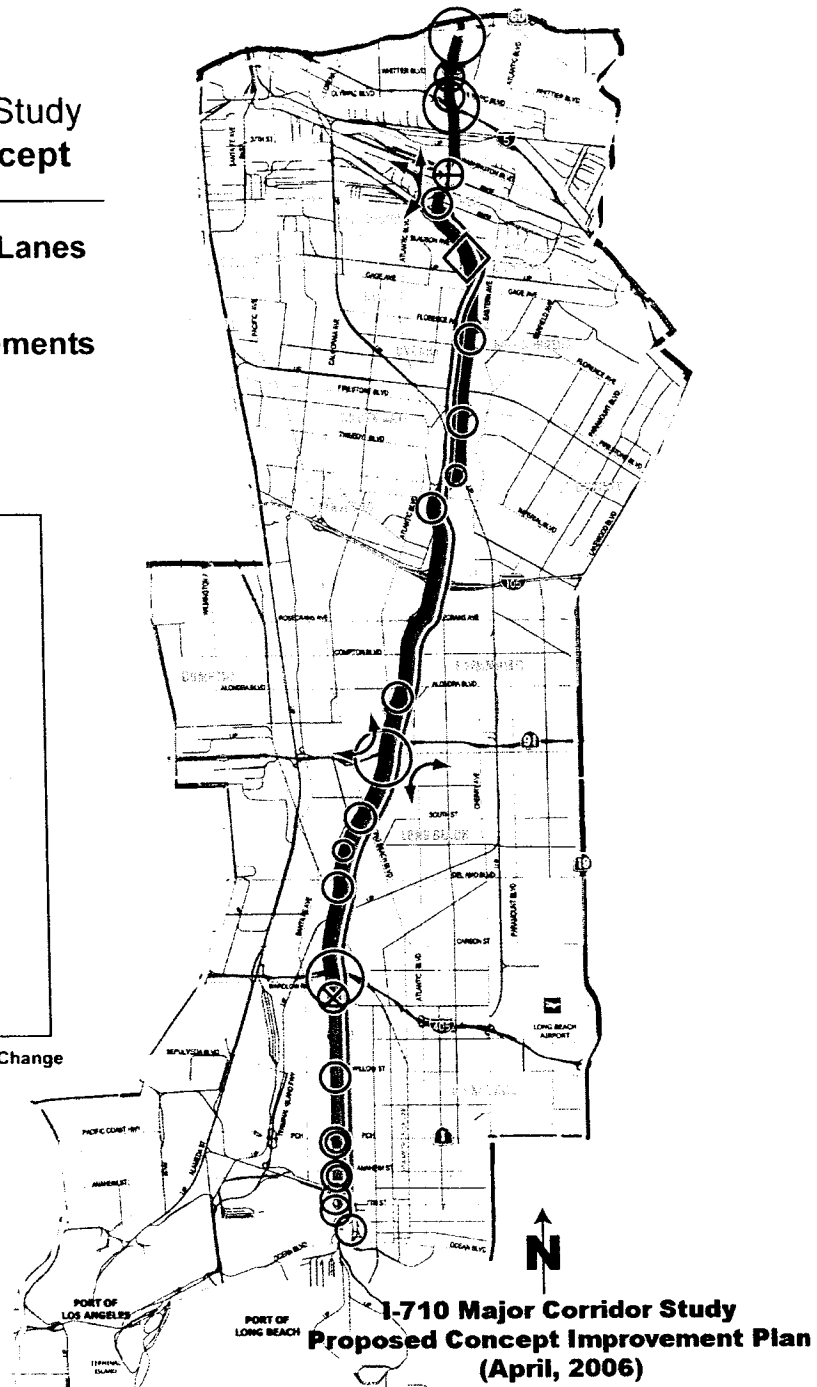
LOCALLY PREFERRED STRATEGY

I-710 Major Corridor Study  
Hybrid Design Concept

- 10 General Purpose Lanes
- 4-Lane Truckway
- Interchange Improvements
- Direct Truck Ramps



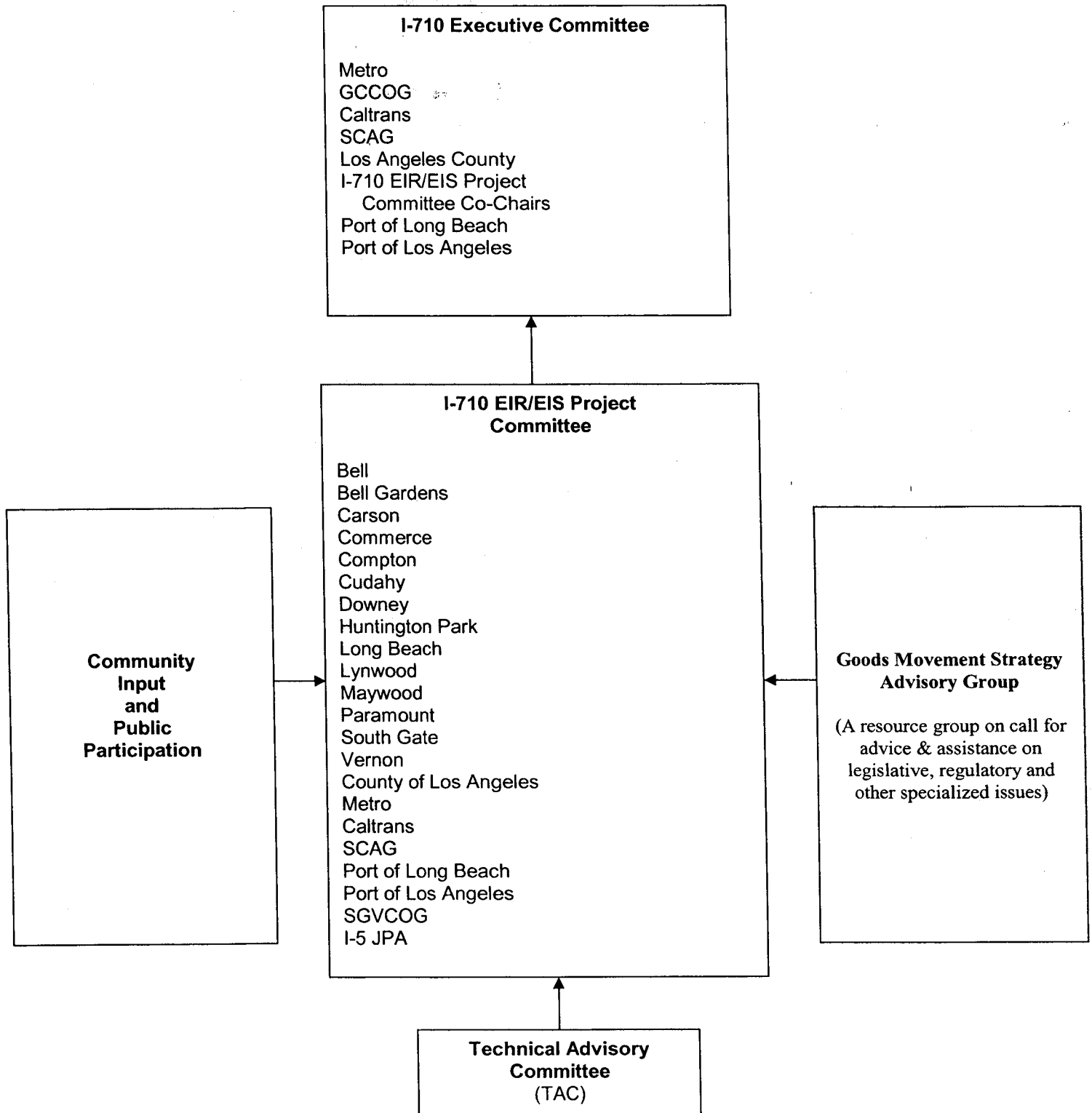
Preliminary Concepts, Subject to Change



Source: Jerry Wood, Consultant, in association with MMA, Inc. and Nolan Consulting, Inc., April 2004, Updated April, 2006

ATTACHMENT 2

I-710 PROJECT GOVERNANCE STRUCTURE



# REPORT

**DATE:** September 14, 2006

**TO:** Regional Council and Administrative Committee

**FROM:** Bob Huddy, Transportation Program Manager, 213-236-1972, [huddy@scag.ca.gov](mailto:huddy@scag.ca.gov)

**SUBJECT:** Resolution to recommend conferring designated recipient status to VCTC, LACMTA, and OCTA for Large Urbanized Areas (UZA's) for the JARC/New Freedoms Programs (49 USC 5316 and 5317)

**EXECUTIVE DIRECTOR'S APPROVAL:**



## RECOMMENDED ACTION:

Approve attached resolution.

## SUMMARY:

Recommend approval of the attached resolution 06-478 to concur in the designation of the following recipients to receive and dispense Federal Transit Administration (FTA) funds under 49 U.S.C. Sections 5316 and 5317 (Job Access Reverse Commute and New Freedom programs) for the respective Urbanized Areas, or portions thereof:

- (1) Ventura County Transportation Commission as the designated recipient for the Oxnard and Thousand Oaks urbanized areas,
- (2) Los Angeles County Metropolitan Transportation Authority as the designated recipient for the Los Angeles County portion of the Los Angeles-Long Beach-Santa Ana, and the Lancaster-Palmdale urbanized areas, and
- (3) Orange County Transportation Agency as the designated recipient for the Orange County portion of the Los Angeles-Long Beach-Santa Ana, and the Mission Viejo urbanized areas.

SCAG also requests that the Governor designate the recipients described above, and forward his designations to the FTA offices for approval.

## BACKGROUND:

Under SAFETEA-LU Congress has established two new programs: Job Access Reverse Commute (JARC) and New Freedom programs. These programs provide funding for the purpose of implementing new public transportation services and alternatives beyond what is required by ADA (New Freedom) and generally supports job access projects to transport welfare recipients and low income individuals to and from work on non-peak hours and supply reverse commute options (JARC). Both programs require the designated recipient to create a "Coordinated Human Services Transportation Plan" that identifies service areas of redundancy and duplication to better coordinate and prioritize related projects, create a competitive project selection process with input from all relevant stakeholders in the community, and finally to create long and

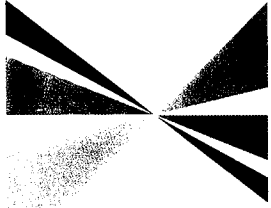
# REPORT

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short term project management criteria. VCTC, LACMTA and OCTA have formally requested to be designated as the recipient of such funds (see attached letters). SCAG staff, after careful review and working closely with the CTCs and Caltrans, is recommending that SCAG concur with the requests by VCTC, LACMTA, and OCTA to be made the designated recipients of these funds.

## **FISCAL IMPACT:**

No impact to the current budget at present.



**ASSOCIATION of  
GOVERNMENTS**

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**Orange County:** Chris Norby, Orange County • Christine Barnes, La Palma • John Beaman, Brea • Lou Bone, Tustin • Art Brown, Buena Park • Richard Chavez, Anaheim • Debbie Cook, Huntington Beach • Leslie Daigle, Newport Beach • Richard Dixon, Lake Forest • Paul Glaab, Laguna Niguel • Marilyn Poe, Los Alamitos

**Riverside County:** Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

**San Bernardino County:** Gary Ovitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallion, Highland • Deborah Robertson, Rialto • Alan Wapner, Ontario

**Ventura County:** Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

**Orange County Transportation Authority:** Lou Correa, County of Orange

**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Keith Millhouse, Moorpark

**Resolution No. 06-478**

**RESOLUTION OF CONCURRENCE IDENTIFYING THE VENTURA COUNTY TRANSPORTATION COMMISSION, LOS ANGELES COUNTY TRANSPORTATION COMMISSION, AND ORANGE COUNTY TRANSPORTATION COMMISSION AS THE DESIGNATED RECIPIENTS OF JOB ACCESS REVERSE COMMUTE AND NEW FREEDOM PROGRAM FORMULA FUNDS FOR SPECIFIED LARGE URBANIZED AREAS**

**WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-059) has established two formula programs administered by the Federal Transit Administration (FTA) under 49 U.S.C. Section 5316, Job Access Reverse Commute (JARC) Program, and 49 U.S.C. Section 5317, New Freedom Program for large urbanized areas with a population of 200,000 or more individuals;**

**WHEREAS, these programs provide funding for the purpose of implementing new public transportation services and alternatives beyond ADA (New Freedom) and generally support job access projects to transport welfare recipients and low income individuals to and from work on non-peak hours and supply reverse commute options (JARC);**

**WHEREAS, the local County Transportation Commission boards concur and have requested in writing that within their respective jurisdictions, they should be the designated recipients for Oxnard and Thousand Oaks, Los Angeles-Long Beach-Santa Ana, Lancaster-Palmdale, and the Mission Viejo large urbanized areas of funds allocated under the JARC and New Freedom Programs; and**

**NOW, THEREFORE, BE IT RESOLVED that the Regional Council of the Southern California Association of Governments:**

1. Concurs in the designation of the following recipients to receive and dispense federal funds for the respective large urbanized areas identified, or portions thereof, for purposes of administering the JARC and New Freedom Programs:

- (a) Ventura County Transportation Commission as the designated recipient for the Oxnard and Thousand Oaks urbanized areas, and
- (b) Los Angeles County Metropolitan Transportation Authority as the designated recipient for the Los Angeles County portion of the Los

Angeles-Long Beach-Santa Ana, and the Lancaster-Palmdale urbanized areas, and

(c)Orange County Transportation Agency as the designated recipient for the Orange County portion of the Los Angeles-Long Beach-Santa Ana, and the Mission Viejo urbanized areas;

2. Requests that the Governor of the State of California designate the recipients as described above; and

3. Requests that the Governor forward his designation of the above recipients to the FTA offices for approval.

Adopted by the Regional Council of the Southern California Association of Governments at a regular meeting on this 14th day of September 2006.

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YVONNE B. BURKE  
President, SCAG  
Supervisor, County of Los Angeles

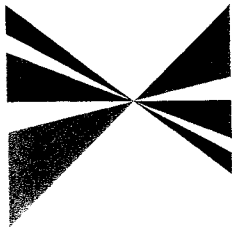
Attest: \_\_\_\_\_  
Mark Pisano  
Executive Director

Approved as to Legal Form:

---

Karen Tachiki  
Legal Counsel

DOC #77745


**ASSOCIATION of  
GOVERNMENTS**
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**Orange County Transportation Authority:** Lou Correa, County of Orange

**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Keith Millhouse, Moorpark

June 29, 2006

Ms. Kimberly A. Gayle, Chief  
Office of State and Federal Grants  
Department of Transportation  
Division of Mass Transportation  
P.O. Box 942874  
Sacramento, CA 94274-0001

RE: Letter of Concurrence

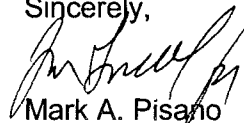
Dear Ms. Gayle:

The staff of The Southern California Association of Governments (SCAG), as the Metropolitan Planning Organization for the SCAG region, concurs with recommendation that the official designation of the following entities for purposes of administering the new Job Access Reverse Commute (Section 5316) and New Freedom (Section 5317) grant programs for the specified large urbanized areas, consistent with 49 U.S.C. 5307(a)(2):

Designated Recipient/ County Transportation Commission (CTC)	Large Urbanized Area (UZA)
Ventura County Transportation Commission (VCTC)	Oxnard and Thousand Oaks
Los Angeles County Metropolitan Transportation Authority (LACMTA)	L.A. County portion of the: Los Angeles-Long Beach-Santa Ana and Lancaster-Palmdale
Orange County Transportation Authority (OCTA)	Orange County portion of the: Los Angeles-Long Beach-Santa Ana and Mission Viejo

SCAG intends to take such a recommendation to the Regional Council for official action to this effect at their September 2006 meeting. Should you require additional information, please contact Robert Huddy, Senior Transportation Planner, at (213) 236-1972.

Sincerely,

  
Mark A. Pisano  
Executive Director

cc: Ginger Gherardi, Vic Kamhi, VCTC  
cc: Roger Snoble, Gladys Lowe, David Sikes, LACMTA  
cc: Arthur Leahy, Bill Dineen, Ric Teano, OCTA

DOC #116080 v.3



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Gregory T. Winterbottom  
Director

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Governor's  
Ex-Officio Member

CHIEF EXECUTIVE OFFICE

Arthur T. Leahy  
Chief Executive Officer



June 28, 2006

Mr. Mark Pisano  
Executive Director  
Southern California Association of Governments  
818 West 7th Street, 12th Floor  
Los Angeles, California 90017

Dear Mr. <sup>mark</sup>Pisano,

On behalf of the Orange County Transportation Authority, (OCTA) I am writing to request that OCTA serve as the Designated Recipient for the 49 U.S.C. Section 5316 Job Access and Reverse Commute (JARC) and 49 U.S.C. Section 5317 New Freedom Program funds for urbanized areas over 200,000.

For purposes of administering the program, it would be more efficient for OCTA to administer the JARC and New Freedoms federal formula funds for Orange County. For this to be possible, we are seeking to become a Designated Recipient for the federal formula funding, as determined by the Governor through the State of California Department of Transportation (Caltrans). As the Southern California Association of Governments (SCAG) currently serves as the Designated Recipient for Federal Transit Authority (FTA) Urbanized Area formula funds for the region, OCTA would appreciate SCAG's concurrence for OCTA to be the Designated Recipient for the competitive allocation of JARC and New Freedom's formula funds in Orange County.

Thank you for your assistance with this request. If you have any questions, please contact Bill Dineen in our Finance Department at (714) 560-5917.

Sincerely,

*Art*

Arthur T. Leahy  
Chief Executive Officer

c: Kimberly A. Gayle, Office Chief, Caltrans  
Robert Huddy, Transportation Program Manager, SCAG





# Metro

May 30, 2006

Kimberly A. Gayle  
Office Chief  
State of California  
Department of Transportation  
Division of Mass Transportation, MS 39  
1120 N Street, Room 3300  
Sacramento, CA 94274-0001

**METRO AS DESIGNATED RECIPIENT FOR URBANIZED AREAS IN  
LOS ANGELES COUNTY FOR FTA SECTIONS 5316 AND 5317 FORMULA  
FUND PROGRAMS**

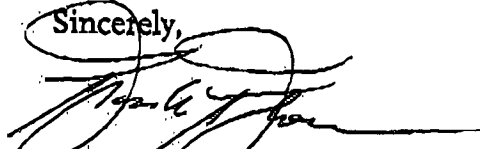
Dear Ms. Gayle:

We were recently notified by staff of the Southern California Association of Governments (SCAG) that your office needed information by May 31, 2006 as to the Designated Recipient for the Section 5316 Job Access and Reverse Commute (JARC) and Section 5317 New Freedom Programs funds for urbanized areas over 200,000. Please be informed that the Los Angeles County Metropolitan Transportation Authority (Metro) intends to be the Designated Recipient for formula funding under JARC and New Freedom Programs for urbanized areas over 200,000 (as well as Santa Clarita) in Los Angeles County. In support of this designation, we are enclosing the following documents:

- A resolution of the Board of Directors of Metro approving Metro as the Designated Recipient for formula funding under JARC and New Freedom Programs (Enclosure 1), and
- An opinion from Legal Counsel certifying Metro's legal capacity to perform this function (Enclosure 2).

We are currently working with SCAG on developing a letter supporting Metro's designation to perform this function. If you require additional information or clarification regarding this matter, please contact either Gladys Lowe at (213) 922-2459 or David Sikes at (213) 922-2552. Thank you.

Sincerely,



FRANK FLORES  
Deputy Executive Officer

Enclosures (2)

Cc: Robert Huddy, SCAG  
Nicole Longoria, Caltrans



**RESOLUTION APPROVING THAT THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO)  
BE IDENTIFIED AS THE DESIGNATED RECIPIENT FOR FEDERAL TRANSIT  
ADMINISTRATION (FTA) FORMULA FUNDING UNDER JOB ACCESS AND REVERSE  
COMMUTE (JARC) AND NEW FREEDOM PROGRAMS**

**WHEREAS**, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), portions of which propose to improve transportation services for persons with disabilities, older Americans, and individuals with lower incomes, was signed into law in 2005; and

**WHEREAS**, SAFETEA-LU includes FTA Sections 5316/JARC and 5317/New Freedom Formula Programs that provide federal formula funding; and

**WHEREAS**, Caltrans, on behalf of the Governor, approves Designated Recipients for the purposes of receiving and dispensing FTA formula funding from Sections 5316/JARC and 5317/New Freedom Programs for urbanized areas over 200,000 in California; and

**WHEREAS**, federal regulations require that a statewide or regional agency responsible under state law for financing, construction, or operating directly, by lease, contract, or otherwise of public transit services be named as the Designated Recipient for the purposes of receiving and dispensing FTA Sections 5316/JARC and 5317/New Freedom formula funds in accordance with the provisions of 49 U.S.C. 5303-5306; and

**WHEREAS**, Metro has the legal capacity to receive and dispense federal funds for public transit purposes; submit public transit projects for inclusion in the Transportation Improvement Program; submit project applications to the FTA; enter into formal project agreements with the FTA; and hold and certify public hearings; and

**WHEREAS**, by naming Metro as the Designated Recipient for FTA Sections 5316/JARC and 5317/New Freedom formula funds for areas of Los Angeles County, it would foster an effective planning process that ensures connectivity between modes, reduces access disadvantages experienced by modal systems, and promotes efficient overall transportation

investment strategies for the disabled and disadvantaged residing in the Los Angeles County region.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that:

1. The Board of Directors approves Metro to be declared the Designated Recipient for formula funding from FTA Sections 5316/JARC and 5317/New Freedom Programs.
2. The Chief Executive Officer or the Chief Executive Officer's Designee is authorized to select projects, program funding, and file and execute FTA grant applications, agreements and contracts on behalf of Metro to fulfill the responsibilities of Designated Recipient, hereunder.

### **CERTIFICATION**

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, May 25, 2006.



**MICHELE JACKSON**  
Metro Board Secretary

**DATED:**

**(SEAL)**

[SC UZA RESOLUTION]



**COUNTY OF LOS ANGELES  
OFFICE OF THE COUNTY COUNSEL**

**TRANSPORTATION DIVISION**

**ONE GATEWAY PLAZA**

**LOS ANGELES, CALIFORNIA 90012-2952**

**Enclosure 2**

**RAYMOND G. FORTNER, JR.  
County Counsel**

**February 7, 2006**

**TELEPHONE**

**(213) 922-2502**

**FACSIMILE**

**(213) 922-2531**

**TDD**

**(213) 633-0901**

**E-MAIL**

**Changj@mta.net**

**Ms. Lakeda Johnson  
Division of Mass Transportation  
Department of Transportation  
1120 N. Street, Rm. 3300  
Sacramento, CA 95814**

**Re: Los Angeles County Metropolitan Transportation Authority's  
Legal Capacity to Perform Functions of a Designated Recipient**

**Dear Ms. Johnson:**

**The Office of the County Counsel is General Counsel to the Los Angeles County Metropolitan Transportation Authority ("Metro"). In that capacity, I certify that Metro is a duly constituted public body pursuant to California Public Utilities Code § 130050.2, et seq.**

**It is my opinion that Metro has the legal capacity to perform all of the following acts and responsibilities required of a Designated Recipient by 49 U.S.C. §5307, as follows:**

- 1. to receive and dispense Federal Funds for public transit purposes;**
- 2. to submit public transit projects to be included in the Transportation Improvement Program through a Metropolitan Planning Organization;**
- 3. to submit project applications to the United States Department Transportation, Federal Transit Administration ("USDOT/FTA");**
- 4. to enter into formal project agreements with USDAOT/FTA; and**

Ms. Lakeda Johnson  
February 7, 2006  
Page 2

5. to hold and certify that public hearings have been held.

Very truly yours,

RAYMOND G. FORTNER, JR.  
County Counsel

By

  
JOYCE L. CHANG  
Principal Deputy County Counsel  
Transportation Division

JLC:rwv

c: Steven Henley

HOA.347650.1



## VENTURA COUNTY TRANSPORTATION COMMISSION

950 County Square Dr., Suite 207 Ventura, California 93003 (805) 642-1591 fax (805) 642-4860

March 7, 2006

Ms. Kimberly A. Gayle  
Office Chief, State and Federal Grants  
Department of Transportation  
Division of Mass Transportation MS 39  
P.O. Box 942874  
Sacramento, CA 94274-0001

**RE: Designated Recipient Status for Jobs Access Reverse Commute (JARC) and  
New Freedoms Initiative (NFI)**

Dear Ms. Gayle:

Our staff has been informed by FTA that it is necessary for the State to make new Designated Recipient designations for the new formula-based JARC and NFI programs. Since VCTC currently serves as Designated Recipient for the Oxnard/Ventura, Thousand Oaks/Moorpark, Simi Valley, and Camarillo Urbanized Areas for purposes of Section 5307 Urbanized Area Formula funding, we request that Caltrans also name VCTC as the Designated Recipient for these four areas for JARC and NFI. Attached is the Legal Counsel letter stating VCTC's qualification to serve in this capacity.

VCTC looks forward to Caltrans' favorable review of this request. Should you or your staff have any questions they should contact Peter De Haan of my staff at (805) 642-1951, extension 106, or [pdehaan@goventura.org](mailto:pdehaan@goventura.org).

Sincerely,

Ginger Gherardi  
Executive Director

cc. Rosemary Ayala, SCAG



950 County Square Drive, Suite 207  
Ventura, CA 93003

(805) 642 1591  
FAX (805) 642-4860  
<http://www.goventura.org>

April 18, 2003

Deborah A. Mah,  
Chief, Division of Mass Transportation  
Department of Transportation  
P. O. Box 942874  
Sacramento, CA 94274-0001

Re: Ventura County Transportation Commission's Legal Capacity to Perform  
Functions of a Designated Recipient

Dear Ms. Mah,

The undersigned is General Counsel to the Ventura County Transportation Commission ("VCTC"). In that capacity, I certify that VCTC is a duly constituted public body pursuant to Public Utilities Code § 130000, *et seq.*

It is my opinion that VCTC has the legal capacity to perform all of the following acts and responsibilities required of a Designated Recipient by 49 U.S.C. §5307, as follows:

1. to receive and dispense Federal funds for public transit purposes;
2. to submit public transit projects to be included in the Transportation Improvement Program through a Metropolitan Planning Organization;
3. to submit project applications to the United States Department of Transportation, Federal Transit Administration ("USDOT/FTA");
4. to enter into formal project agreements with USDAOT/FTA; and
5. to hold and certify that public hearings have been held.

Very truly yours,

Mary Redus Gayle, General Counsel, VCTC

cc Peter DeHaan, Director, Transportation Programming, VCTC

You may contact Mary Redus Gayle directly at: TELEPHONE: 805-482-3531 - FAX: 805-484-8291 - E-MAIL: MR0739@aol.com  
1897 Bronson Street, Camarillo, CA 93010-4575

# REPORT

---

**DATE:** August 17, 2006

**TO:** Administration Committee/Regional Council

**FROM:** Hasan Ikhata, Director of Planning and Policy  
213-236-1944 [ikhata@scag.ca.gov](mailto:ikhata@scag.ca.gov)

**SUBJECT:** The IAP2 Conference

**EXECUTIVE DIRECTOR'S APPROVAL:**

---



**RECOMMENDED ACTION:**

Approve SCAG staff to attend the International Association for Public Participation (IAP2) Conference to be held November 12 – 15, 2006, in Montreal, Canada.

**BACKGROUND:**

Hasan Ikhata and Mark Butala have been invited by the IAP2 to participate on a panel discussion that highlights the public participation process used throughout the Compass process. This is a great opportunity to promote SCAG's premiere planning efforts to an international audience.

**FISCAL IMPACT:**

Approximately \$2,500 (\$1,200 per person) from the existing travel budget in WBS#07-065.SCGS7 (Compass Implementation) will be utilized.



Español

Français



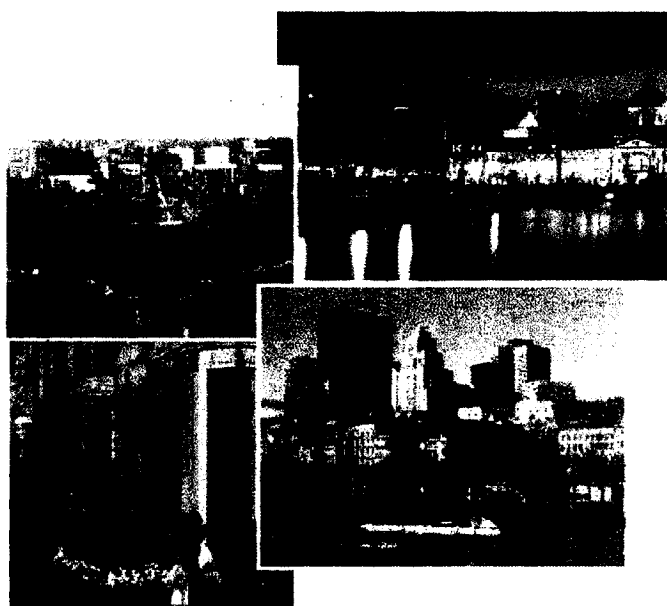
# International Association for Public Participation

[About IAP2](#)[Core Values](#)[Practitioner Tools](#)[Membership](#)[Contact IAP2](#)[Home](#)[Members Only](#)[IAP2 Conference](#)[Chapters](#)[Training](#)[Publications](#)[Research Network](#)[Industry News](#)[Resources](#)[Job Postings](#)[IAP2 Bookstore](#)[Member Login](#)[Search](#)

## Décision Montréal

***November 10, 2006 through November 15, 2006***

### IAP2 2006 Annual Conference Montreal, Quebec, Canada



[Download Registration  
Form \(French\)](#)

[Download Registration  
Form \(English\)](#)

*Please note: At this time, IAP2 is only able to process **ONLINE** registrations in US dollars. To pay in Canadian currency, please download a registration form and return it to IAP2 by mail or fax. IAP2 anticipates that we will be able to process online CAD credit card transactions by June 2006.*

[Online Registration  
USD only](#)

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Registration Form  
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Registration Form  
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The 2006 annual conference will give practitioners an improved conceptual understanding of "the decision". Those who make the final decision will share their point of view on the importance and benefits of involving the public before, during, and after a decision is made.

The conference will focus on the decision through the eyes of the decision maker; a distinctive perspective for public participation practitioners.

---

11166 Huron Street. Suite 27 / Denver, CO 80234 USA / E-mail [iap2hq@iap2.org](mailto:iap2hq@iap2.org)  
1-800-644-4273 tollfree / 1-303-451-5945 Outside North America / 1-303-458-0002 Fax

**TRAVEL AUTHORIZATION FORM**

NO.

EMPLOYEE NAME Hasan Ikhrata

DATE 08/14/06

PROJECT NAME Compass

WORK ELEMENT NO. 07-065.SCGS7

PURPOSE OF TRIP Presentation at IAP2 Conference

DESTINATION Montreal

DATE(S) OF TRAVEL 11/12/06 to 11/15/06

**ESTIMATED TRAVEL EXPENSES**

AIRLINE \$500.00

Standard/Optional Diem Rate \$736.00

Registration

Mileage

Other (describe)

**ESTIMATED TOTAL TRAVEL EXPENSES \$1,236.00**

Cash Advance: Date Check Requested:  
(The maximum Advance per 24-hour period is the Standard Per Diem Rate)

Other Check Requested

To: IAP2 For: Registration Amount \$230.00

To: For: Amount

*The travel requested is directly SCAG related to the work element designated and travel budget available.*

Employee

  
Signature

Date 8/11/06

Supervisor Approval

\_\_\_\_\_  
Signature Date

Director Approval

\_\_\_\_\_  
Signature Date

**NOTE: Send original copy with attached travel reimbursement report to Accounting and a copy to the Senior Administrative Assistant.**

# 2006 IAP2 CONFERENCE REGISTRATION FORM

decisions  
montreal

November 12 - 15, 2006  
Montreal, Quebec, Canada

Pre-conference Training  
November 10 - 12, 2006

Name  
HASAN IKHRATA

Title  
DIRECTOR OF PLANNING AND POLICY

Organization  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Mailing Address  
818 W. 7TH STREET, 12TH FLOOR

City / State or Province / Postal Code / Country  
LOS ANGELES, CA 90017

Phone / Fax  
(213) 236-1944 / (213) 236-1963

E-mail  
ikhrata@scag.ca.gov

## CONFERENCE REGISTRATION

Early bird registration ends October 10, 2006. Pre-conference Training Registration will begin in July 2006.  
The 2006 conference program will be finalized in July 2006. A discounted "Presenter" registration fee will be available at that time.

Category	Early Bird - CAD	Early Bird - USD	Non Early Bird - CAD	Non Early Bird - USD
IAP2 Member	\$690	\$600	\$800	\$700
Non-member	\$890	\$780	\$980	\$855
Not-for-profit	\$340	\$300	\$340	\$300
Presenter (Member)	\$640	\$560	\$640	\$560
Presenter (Non-member)	\$690	\$600	\$690	\$600
Presenter Not Attending	\$0	\$0	\$0	\$0
Sponsor	\$0	\$0	\$0	\$0
Student	\$150	\$130	\$150	\$130
1-Day Pass	\$260	\$230	\$260	\$230

Please select:  
Monday

Tuesday

Wednesday

Subtotal - USD \$ 230.00

Subtotal - CAD \$ -

## CORE VALUES GALA

Price per ticket \$95 CAD \$85 USD Number of Tickets \_\_\_\_\_

Subtotal - USD \$ Subtotal - CAD \$

## IAP2 MEMBERSHIP

Become a new IAP2 member or renew your existing membership and SAVE on your conference registration! Please consult the IAP2 Web site [www.iap2.org](http://www.iap2.org) for additional membership information. Please note: Membership dues will be processed separately in USD.

- ☐ Individual Membership \$135 USD
- ☐ Small Group membership (up to 5 individual members) \$650 USD
- ☐ Large Group membership (up to 10 individual members) \$1,250 USD
- ☐ Corporate membership \$2,000 USD
- ☐ Lifetime membership \$1,350 USD
- ☐ Student or developing country membership \$40 USD

## PRE-CONFERENCE TRAINING REGISTRATION

Early bird registration ends October 10, 2006. Course descriptions can be found online at [www.iap2.org](http://www.iap2.org).

Early Bird Registrations	Full Day - CAD	1/2 Day - CAD	Full Day - USD	1/2 Day - USD
Member Attending Conference	\$335	\$160	\$275	\$130
<del>Member Not Attending Conference</del>	<del>\$365</del>	<del>\$175</del>	<del>\$300</del>	<del>\$145</del>
Non-member Attending Conference	\$395	\$195	\$325	\$160
<del>Non-member Not Attending Conference</del>	<del>\$425</del>	<del>\$215</del>	<del>\$360</del>	<del>\$165</del>
Late Registrations	Full Day - CAD	1/2 Day - CAD	Full Day - USD	1/2 Day - USD
Member Attending Conference	\$395	\$190	\$325	\$155
<del>Member Not Attending Conference</del>	<del>\$425</del>	<del>\$210</del>	<del>\$350</del>	<del>\$170</del>
Non-member Attending Conference	\$455	\$230	\$375	\$185
<del>Non-member Not Attending Conference</del>	<del>\$485</del>	<del>\$250</del>	<del>\$400</del>	<del>\$200</del>

### IAP2 Certificate Training Program

<input type="checkbox"/> Planning for Effective Public Participation	Nov. 10 - 12	8:30 - 5:00 pm
<input type="checkbox"/> Planning for Effective Public Participation - FRENCH	Nov. 11 - 12	8:30 - 5:00 pm
<input type="checkbox"/> Communications for Effective Public Participation	Nov. 12	8:30 - 5:00 pm
<input type="checkbox"/> Techniques for Effective Public Participation	Nov. 10 - 12	8:30 - 5:00 pm
<input type="checkbox"/> Techniques for Effective Public Participation	Nov. 11 - 12	8:30 - 5:00 pm

### Non - IAP2 Certificate Training Program

<input type="checkbox"/> Building Skills for Evaluating Public Participation	Nov. 12	1:00 - 5:00 pm
<input type="checkbox"/> Designing Workshops for Learning: Building Stakeholder Capacity	Nov. 11	8:30 - 5:00 pm
<input type="checkbox"/> Evaluation and Public Participation: A practical approach - <i>Tier II course</i>	Nov. 10	8:30 - 5:00 pm
<input type="checkbox"/> Facilitation Skills for Public Participation Practitioners - <i>Tier II course</i>	Nov. 11	8:30 - 5:00 pm
<input type="checkbox"/> Group Facilitation Methods - FRENCH or ENGLISH (please specify)	Nov. 11 - 12	8:30 - 5:00 pm
<input type="checkbox"/> Innovative Ways of Involving People in Decision-making - <i>Tier II candidate course</i>	Nov. 12	8:30 - 5:00 pm
<input type="checkbox"/> Introduction to Social Impact Assessment	Nov. 10 - 12	8:30 - 5:00 pm
<input type="checkbox"/> Making Meetings Meaningful: Practical facilitation for public participation - <i>Tier II course</i>	Nov. 11 - 12	8:30 - 5:00 pm
<input type="checkbox"/> Public Participation Montreal Style	Nov. 10	8:30 - 5:00 pm
<input type="checkbox"/> So What Does the Public Think?	Nov. 12	8:30 - 12:30 pm
<input type="checkbox"/> Survival Training 101 for Experts: Getting your expertise used - <i>Tier II candidate course</i>	Nov. 12	8:30 - 5:00 pm
<input type="checkbox"/> Using E-Forums to Gather Public Input and Build Grassroots Capacity	Nov. 12	8:30 - 5:00 pm

## PAYMENT INFORMATION

☐ Visa / MasterCard ☒ Cheque ( USD or CAD)

Number & Expiration: \_\_\_\_\_

Signature: \_\_\_\_\_

Please send payment to:

IAP2  
11166 Huron Street, Suite 27  
Denver, CO 80234, USA  
Fax: 303-458-0002

Conference Subtotal - CAD	\$
Conference Subtotal - USD	\$ 230.00
Training Subtotal - CAD	\$
Training Subtotal - USD	\$
Membership Subtotal - USD	\$
GRAND TOTAL - CAD	\$
GRAND TOTAL - USD	\$ 230.00



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS

TRAVEL AUTHORIZATION FORM

NO.

EMPLOYEE NAME Mark Butala

DATE 08/07/06

PROJECT NAME Compass

WORK ELEMENT NO. 07-065-SCG-57

PURPOSE OF TRIP Presentation at IAP2 Conference

DESTINATION Montreal

DATE(S) OF TRAVEL 11/12/06 to 11/15/06

ESTIMATED TRAVEL EXPENSES

AIRLINE	\$500.00
Standard/Optional Diem Rate	\$736.00
Registration	
Mileage	
Other (describe)	

ESTIMATED TOTAL TRAVEL EXPENSES \$1,236.00

Cash Advance:  Date Check Requested:   
(The maximum Advance per 24-hour period is the Standard Per Diem Rate)

Other Check Requested

To: IAP2 For: Registration Amount \$230.00

To: For: Amount

The travel requested is directly SCAG related to the work element designated and travel budget available.

Employee MARK BUTALA

Signature

Date 8/7/06

Supervisor Approval

Date

Director Approval

Signature

Signature

Date

NOTE: Send original copy with attached travel reimbursement report to Accounting and a copy to the Senior Administrative Assistant.

**décision**  
**montréal**

**Pre-conference Training**  
November 10 - 12, 2006

MARK BUTALA  
PROGRAM MANAGER  
SOUTHERN CALIFORNIA ASSOC. OF GOVTS  
818 W. 7TH STREET, 12TH FL.  
LOS ANGELES, CA 90017, USA  
213-236-1945 / 213-236-1963  
butala@scag.ca.gov

**Early bird registration ends October 10, 2006. Pre-conference Training Registration will begin in July 2006.**  
The 2006 conference program will be finalized in July 2006. A discounted "Presenter" registration fee will be available at that time.

Category	Early Bird - CAD	Early Bird - USD	Non Early Bird - CAD	Non Early Bird - USD
IAP2 Member	\$690	\$600	\$890	\$780
Non-member	\$890	\$780	\$980	\$865
1-Day Pass *	\$260	\$230	\$260	\$230
* Please circle appropriate day			Subtotal - CAD	\$ 220.00
Monday	Tuesday	Wednesday	Subtotal - USD	230.00

Become a new IAP2 member or renew your existing membership and SAVE on your conference registration! Please consult the IAP2 Web site [www.iap2.org](http://www.iap2.org) for additional membership information. **Please note: Membership dues increase effective June 1, 2006.**

- |   |           |                                |
|---|-----------|--------------------------------|
| <input type="checkbox"/> Full membership                                      | \$95 USD  | \$135 USD after June 1, 2006   |
| <input type="checkbox"/> Small Group membership (up to 5 individual members)  | \$450 USD | \$650 USD after June 1, 2006   |
| <input type="checkbox"/> Large Group membership (up to 10 individual members) | \$850 USD | \$1,250 after June 1, 2006     |
| <input type="checkbox"/> Corporate membership                                 | n/a       | \$2,000 USD after June 1, 2006 |
| <input type="checkbox"/> Lifetime membership                                  | \$750 USD | \$1,350 USD after June 1, 2006 |
| <input type="checkbox"/> Student or developing country membership             | \$40 USD  | \$40 USD after June 1, 2006    |

**Membership dues will be processed separately in USD**

<b>Subtotal - CAD</b>	\$
<b>Subtotal - USD</b>	\$

☐ Visa / MasterCard      ☐ Cheque ( USD or CAD)

Number & Expiration: \_\_\_\_\_  
Signature: \_\_\_\_\_

**Please send payment to:**

IAP2  
11166 Huron Street, Suite 27, Denver, CO 80234, USA  
Fax: 303-458-0002

Conference Subtotal - CAD	\$
Conference Subtotal - USD	230.00
Membership Subtotal - CAD	\$
Membership Subtotal - USD	
GRAND TOTAL - CAD	\$
GRAND TOTAL - USD	230.00

# REPORT

**DATE:** September 14, 2006

**TO:** Administration Committee and Regional Council

**FROM:** Wayne Moore, CFO



**SUBJECT:** North Los Angeles County (NLA Co.) Sub region – Approve payment of \$22,000.00 for consulting services

**EXECUTIVE DIRECTOR'S APPROVAL:**



---

## RECOMMENDED ACTION:

It is recommended that a \$22,000.00 consultant invoice from NLA Co. be paid out of the General Fund budget of FY06.

## SUMMARY:

NLA Co. submitted an invoice from Raju & Associates (Raju) of \$22,000.00 and requested reimbursement. The Sub region did not have an authorized budget for consultant services, only staff costs. Upon investigation of the facts surrounding the consultant services engagement, our recommendation is that the consultant be paid for the services provided to SCAG out of the General Fund.

## BACKGROUND:

Each year, an agreement is signed with NLA Co. to perform certain planning work for SCAG. The budget for FY06 was \$50,000.00 for staff costs. However, NLA Co. implemented the work program using consultant services. In prior years, NLA Co. used a contract employee to do modeling work. In FY06 this contract employee was no longer available. NLA Co. sought and received SCAG's permission to engage another contractor to provide the same services under a consulting contract. However, the budget was not amended to cover these costs. When the invoice was submitted in August, there was no time to reallocate the budget to support the consultant work. Consequently, the NLA Co. invoice for Raju of \$22,000.00 could not be charged to the Sub region planning work program.

Since SCAG did receive valuable services and NLA Co. did carry out the work program as they had done in prior years, it is our recommendation that the invoice should be paid to NLA Co. by SCAG.

## FISCAL IMPACT:

Adequate funding is available in the FY06 General Fund to cover the cost of this action.



# REPORT

**DATE:** September 14, 2006

**TO:** Administration Committee and Regional Council

**FROM:** Wayne Moore, CFO, [moore@scag.ca.gov](mailto:moore@scag.ca.gov), 213.236.1804

**SUBJECT:** FY 2006-07 Overall Work Program (OWP) Amendment 2

**EXECUTIVE DIRECTOR'S APPROVAL:**

*Howe*

---

## RECOMMENDED ACTION:

Approve Resolution #06-478-3 approving OWP Amendment 2

## SUMMARY:

In July, the OWP was administratively amended (Amendment 1) to make adjustments to work elements, add special grant projects that were awarded, and to correct errata. Amendment #2 will allow SCAG to fund and continue projects that were not completed in FY 2005-06, adjust carryover estimates that were included in the original OWP for SCAG and subregional consultants, delete projects that were either completed in FY 05-06 and/or reconsidered by SCAG Management, and finally, reallocate budget within work programs to better utilize staff and consultant resources.

## BACKGROUND:

Each year we make mid-year adjustments to reflect staffing changes, add projects that were not completed in FY 05-06, and add any new projects that may be needed. Usually this amendment occurs in November when SCAG's Record of Expenditures is approved by Caltrans and we can utilize the carryover funds from the previous fiscal year. However, as in the previous year, SCAG is able to make mid-year budget adjustments by reallocating existing budget and utilizing un-programmed CPG funds. Additionally, in June 2006, SCAG received the final FY 06-07 FHWA PL allocation of \$17,518,508, a decrease of approximately \$738,096 from the estimated allocation used in the OWP of \$18,256,604. This resulted in the OWP being over-programmed by approximately \$413,919. The budget adjustments made in this Amendment will allow us to partially reduce the amount of FHWA PL that is over-programmed. The balance of these funds will be restored when we submit an OWP amendment to add carryover funds from FY 2005-2006, as referenced above. This approach has been discussed with Caltrans.

## FISCAL IMPACT:

Approval of Amendment 2 will increase FTA funds by \$219,025 (available to SCAG through un-programmed FY 06-07 FTA allocation), decrease FHWA PL and TDA funds by \$241,564 and \$17,617 respectively; and increase in-kind and local match by \$40,156.

06-07 OWP PROPOSED AMENDMENT 2

PROPOSED AMENDMENT 2 (Budget)										
		PROPOSED AMENDMENT-2								
WE	Project	CURRENT OWP BUDGET	Budget		Match		PROPOSED TOTAL NEW BUDGET	Increase/ (Decrease)	Comment	
			FHWA	FTA	TDA	3rd Party				Local
07-120.SCGS2	OWP Development & Monitoring Staff	0		219,629		28,455		248,084	248,084	To move some indirect staff time to direct staff time as tasks and responsibilities support project and grant management activities.
07-025.SCGS1	Air Quality & Conformity Staff	390,914	366,076			47,429		413,505	22,591	To add temporary position to provide technical expertise and help air quality staff.
07-040.CVGC1	General Plan Land Use Update	45,183		30,000		3,887		33,887	(11,296)	Reduce consultant budget by \$10,000 to add subregional staff work on project.
07-040.CVGS1	General Plan Land Use Update	0		10,000		1,296		11,296	11,296	Add subregional staff project to support project and monitoring consultant activities
07-040.OCGC1	General Plan Land Use Update	22,592		0		0		0	(22,592)	Reallocate budget from subregion to SCAG consultant work to continue this project
07-040.SCGC8	General Plan Land Use Update for Orange County	0		20,000		2,592		22,592	22,592	
07-040.SGVC1	General Plan Land Use Update	16,944		0		0		0	(16,944)	Reallocate budget from subregion to SCAG consultant work to continue this project.
07-040.SCGC7	General Plan Land Use Update for San Gabriel Valley	0		15,000		1,944		16,944	16,944	
07-040.WSTC1	General Plan Land Use Update	11,296		0		0		0	(11,296)	Delete project at Westside Cities' subregion request
06-065.WRCC1	Western Riverside Compass Outreach	0		10,000		1,296		11,296	11,296	Work was not completed in FY05-06 as anticipated and therefore work needs to be continued in FY 06-07
06-065.VCGC1	Piru Community Mixed Use Study	11,296		0		0		0	(11,296)	Project was completed in FY 05-06.
07-065.OCGS1	Training to Implement the 2% Strategy	90,365		0		0		0	(90,365)	Reallocate budget from subregion to SCAG consultant work to continue this project.
07-065.SCGC2	Training to Implement the 2% Strategy in Orange County	0		80,000		10,365		90,365	90,365	
05-070.SCGC4	Airport Travel Demand Model	100,000	0			0	0	0	(100,000)	Project discontinued. Will reevaluate project for inclusion in FY 07-08 OWP.

**06-07 OWP PROPOSED AMENDMENT 2**

		PROPOSED AMENDMENT-2								
WE	Project	CURRENT OWP BUDGET	Budget		Match			PROPOSED TOTAL NEW BUDGET	Increase/ (Decrease)	Comment
			FHWA	FTA	TDA	3rd Party	Local			
05-070.SCGC8	Airport Travel Demand	250,000	0		0	0		0	(250,000)	Project discontinued, Will reevaluate project for inclusion in FY 07-08 OWP.
06-070.CLAC1	Downtown Parking Data Collection Model	33,887		0		0		0	(33,887)	Project was completed in FY 05-06.
06-070.SCGC11	Land Use Transportation Model Assessment	28,239	44,477		5,762			50,239	22,000	Workscope has been revised to reflect additional work required.
06-070.SCGC3	Expert Review on Travel Demand Model	0		39,396	5,104			44,500	44,500	Work was not completed in FY05-06 as anticipated and therefore work needs to be continued onto FY 06-07
05-070.SCGC5	Heavy Duty Truck Model Improvement	175,000	151,457				81,551	233,008	58,008	Underestimated carryover amount
	Amendment 2 Total		562,010	424,025	25,767	82,363	81,551	1,175,716	0	
	Current OWP Total	1,175,716	803,574	205,000	43,384	71,401	52,357			
	difference	0	(241,564)	219,025	(17,617)	10,962	29,194			

RESOLUTION #06-478-3  
OF THE  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
TO APPROVE AND ADOPT AMENDMENT NUMBER 2  
TO THE FISCAL YEAR 2006-07 OVERALL WORK PROGRAM  
(OWP)

**WHEREAS**, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial;

**WHEREAS**, in conjunction with the Overall Work Program Agreement and Master Fund Transfer Agreement, the Overall Work Program (OWP) constitutes the annual funding contract between the State of California Department of Transportation (Caltrans) and SCAG for Consolidated Planning Grant (CPG) funding;

**WHEREAS**, the OWP is the basis for SCAG's annual activities and budget; and

**WHEREAS**, SCAG has prepared Amendment No. 2 to the OWP for Fiscal Year (FY 2006-07 which was reviewed by SCAG committees;

**NOW, THEREFORE, BE IT RESOLVED** by the Regional Council of the Southern California Association of Governments that SCAG does hereby approve and adopt Amendment No. 2 to the OWP for FY 2006-2007.

**BE IT FURTHER RESOLVED;**

1. That the Regional Council authorizes submittal of Amendment No. 2 to the FY 2006-07 OWP to the participating State and Federal agencies;
2. That SCAG pledges to pay or secure in cash or services, or both, the matching funds necessary for financial assistance;

3. That the SCAG Executive Director or in his absence, the Deputy Executive Director, is hereby designated and authorized by the Regional Council to submit Amendment No. 2 to the OWP for FY 2006-07, and to execute all related agreements on behalf of the Regional Council to implement purposes of this Resolution;
4. That the SCAG Executive Director, or in his absence, the Deputy Executive Director, is hereby designated and authorized to make and submit to funding agencies the necessary work program and budget modifications to the OWP for FY 2006-07, as amended, based upon actual available funds, and to draw funds as necessary on a letter of credit or other requisition basis;
5. That the SCAG Executive Director, or in his absence, the Deputy Executive Director, is hereby authorized to make administrative amendments to the FY 2006-07 OWP, as such as changing work elements or correct errata.

**APPROVED AND ADOPTED** by the unanimous vote of the Regional Council of the Southern California Association of Governments at a regular meeting this 14<sup>th</sup> day of September, 2006.

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YVONNE B. BURKE  
President

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Mark Pisano  
Executive Director

Attest:

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Karen Tachiki  
Chief SCAG Legal Counsel

# REPORT

**DATE:** September 14, 2006

**TO:** Administration Committee and Regional Council

**FROM:** Wayne Moore, CFO, [moore@scag.ca.gov](mailto:moore@scag.ca.gov) , 213.236.1804

**SUBJECT:** Revisions to Regional Council Stipend and Meeting Expense Policy

**EXECUTIVE DIRECTOR'S APPROVAL:**



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## RECOMMENDED ACTION:

Approve the revised Regional Council Stipend and Meeting Expense Policy to include reimbursement of public transportation expenses.

## SUMMARY:

Revising the Regional Council Stipend and Meeting Expense Policy to include reimbursement for public transportation covers those members who use public transit when attending a SCAG sponsored meetings or other SCAG business. Public transit expenses include bus and rail fares.

## BACKGROUND:

At the July 6, 2006 Regional Council meeting, revisions to the Regional Council Stipend and Meeting Expense Policy were approved to more equitably reimburse Regional Council member for the use of privately owned vehicles when attending a SCAG sponsored meeting or conducting other SCAG business. The Regional Council policy revision, however, did not address public transportation expenses incurred by a council member. As a matter of equity, council members who use public transit will be reimbursed costs incurred similar to the reimbursement received by council members who use privately owned vehicles to attend official SCAG business meeting.

## FISCAL IMPACT:

The cost of this revision is not expected to be within the \$7,000 estimated annual costs of the previous revision to the policy covering mileage reimbursement.

### **Regional Council Stipend and Meeting Expense Policy**

1. Regional Council members shall receive a minimum \$120 stipend for attendance and travel to SCAG sponsored meetings or other SCAG business as authorized by the Regional Council. Regional Council members may also receive reimbursement for public transit expenses or a mileage reimbursement based on travel distance between the member's seat of government and SCAG's downtown Los Angeles offices per *Attachment A*; that lists the travel miles from member's seat of government to the downtown Los Angeles offices. Parking at SCAG's downtown Los Angeles office will be validated for RC Board members.
2. For attending meetings on behalf of SCAG at locations other than the SCAG Headquarters, RC members are eligible to receive the minimum stipend and mileage reimbursement for actual miles traveled and actual parking expenses. Mileage will be reimbursed at the federal reimbursement rate of \$0.445 per mile. RC Members must complete an expense reimbursement form and attach the signed meeting attendance sheet and parking receipt.
3. Regional Council Officers are eligible to receive up to eight (8) per diem stipends per month.
4. Regional Council members are eligible to receive up to six (6) per diem stipends for service per month.
5. The President may authorize up to two (2) additional per diem stipends per month for members.
6. Nine (9) or more per diem stipends per month require Regional Council approval.
7. Regional Council members shall receive a stipend for attending a SCAG meeting pursuant to a signature on the meeting attendance form.
8. Regional Council members will receive a stipend for attending the Regional Council meeting pursuant to signing both policy committee and Regional Council attendance forms. A Regional Council member may request from the President an excused absence from either meeting. The President will inform the Executive Assistant to the Regional Council of the approved absence and authorize payment of the stipend.
9. Regional Council members are eligible to receive a stipend to attend special meetings scheduled by the President via phone or videoconference. Staff shall record the names of the Regional Council members in attendance for the record and submit a copy to the Executive Assistant to the Regional Council for payment of the stipend.
10. Elected official representatives appointed by the President to SCAG policy committees or task forces shall serve with compensation. Elected official

representatives to SCAG policy committees or task forces are eligible to receive a \$70.00 stipend for up to four (4) meetings per month pursuant to signing the meeting attendance form.

11. Elected official representatives periodically attending SCAG task force meetings by videoconference from the SCAG remote site are eligible to receive a stipend pursuant to signing the meeting attendance form and faxing a copy to the Executive Assistant to the Regional Council. Elected officials cannot attend policy committee or Regional Council meetings by videoconference pursuant to Regional Council policy.



# REPORT

**DATE:** September 14, 2006

**TO:** Administration Committee and Regional Council

**FROM:** Wayne Moore, CFO, [moore@scag.ca.gov](mailto:moore@scag.ca.gov), 213.236.1804

**SUBJECT:** Amendment to the SCAG Travel Policy and Guidelines (Travel Policy)

**EXECUTIVE DIRECTOR'S APPROVAL:**

*Howe Hewitt for me*

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## RECOMMENDED ACTION:

Recommend approval to amend the SCAG Travel Policy to change the name of the travel consultant and to increase the mileage reimbursement from \$0.34 to \$0.445 per mile effective July 1, 2006.

## SUMMARY:

SCAG's Travel Policy allows SCAG to use the State Approved travel agency. The approved agency's name was changed from Patterson Travel to The Travel Store. The policy for mileage reimbursement is conformed to the amount approved and allowed by the State of California for reimbursement from State administered grants. Effective July 1, 2006, the State increased the allowable mileage reimbursement amount from \$0.34 to \$0.445 per mile.

## BACKGROUND:


The Regional Council last approved the SCAG Travel Policy on December 2, 2004. Approval by the RC is needed in order to amend the Travel Policy and implement the change in the mileage reimbursement.

## FISCAL IMPACT:

The fiscal impact will be to increase travel expenses by approximately \$10,000 annually. It is anticipated that the existing travel budget is adequate to absorb the increase in the mileage reimbursement.

# REPORT

**DATE:** September 14, 2006  
**TO:** Administration Committee and Regional Council  
**FROM:** Wayne Moore, CFO, [moore@scag.ca.gov](mailto:moore@scag.ca.gov), 213.236.1804  
**SUBJECT:** FY 2007-2008 Comprehensive Budget Development

**EXECUTIVE DIRECTOR'S APPROVAL:**  *Howard Hunter*

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## RECOMMENDED ACTION:

Approve the FY 2007-2008 Comprehensive Budget Development Schedule

## SUMMARY:

A schedule for the development of the FY 2007-2008 comprehensive budget has been completed. This attached schedule accommodates all federal and state guidelines and shows the dates of action required by SCAG management and staff, the Regional Council, the Inter-modal Planning Group, FHWA and Caltrans.

## BACKGROUND:

As a Metropolitan Planning Organization, SCAG is required to develop an annual Overall Work Program (OWP). The OWP is developed and represents a major part of the comprehensive budget, which is funded by FHWA and FTA. The comprehensive budget will include the OWP and all other Federal and State grant program budgets, the General Fund, and the Indirect Cost Allocation Plan (ICAP) and budgets. Completion of these tasks takes a significant amount of time and coordination. To ensure that all SCAG, Caltrans and FHWA due dates are met; a schedule has been developed to keep the process on track. Distribution of the schedule will assist the Regional Council, sub regions, Caltrans, FHWA and SCAG in knowing what the schedule dates are during the development period.

## FISCAL IMPACT:

There are no fiscal impacts.

**DRAFT**  
**FY 2007-08 Comprehensive Budget Development Schedule**

<b>Task</b>	<b>Agency</b>	<b>Completion Date 2007-08</b>	
Management approves Draft Schedule	SCAG	August 22, 2006	Management Action
Draft Schedule mailed to RC	SCAG	August 22, 2006	
Draft Schedule is approved	RC	September 14, 2006	RC Action
Discuss/establish priorities with subregions	SCAG & Subregions	September 21, 2006	
RC approves priorities	RC	October 5, 2006	RC Action
Subregional & staff projects requested	SCAG	October 9, 2006	
Subregional OWP training	SCAG & Subregions	October 11, 2006	
Subregional project proposal write-ups due	Subregions	November 13, 2006	
Staff project proposal write-ups due	SCAG	November 13, 2006	
Project selection completed	SCAG	December 12, 2006	
Draft OWP/Comprehensive Budget document completed	SCAG	January 22, 2007	
Draft OWP/Comprehensive Budget is finalized	SCAG	February 8, 2007	
Print and Mail Draft OWP/Comprehensive Budget to RC	SCAG	February 16, 2007	
Indirect Cost Allocation Plan sent to Caltrans	SCAG	February 28, 2007	
RC approves release of Draft OWP for comment	RC	March 2, 2007	RC Action
RC approves Indirect Cost Allocation Plan & GF Budget	RC	March 2, 2007	RC Action
Draft OWP released for public comment	SCAG	March 2, 2007	
Draft OWP sent to Caltrans	SCAG	March 2, 2007	
Public comment period closes	SCAG	March 30, 2007	
Receive Caltrans comments on Draft OWP	SCAG	April 6, 2007	
Responses to public comments completed	SCAG	April 13, 2007	
Finalize OWP based on comments	SCAG	April 18, 2007	
Print and mail final OWP to RC	SCAG	April 20, 2007	
IPG meeting	All	April, 2007	
Submit Final OWP to Caltrans	SCAG	May 1, 2007	
RC approves Final OWP	RC	May 3, 2007	RC Action
GA approves GF Budget	GA	May 3, 2007	GA Action
Caltrans submits Final OWP for FHWA approval	Caltrans	June 1, 2007	
FHWA grants approval of OWP to Caltrans	FHWA	By 6/30/2007	FHWA Action
Caltrans approves SCAG OWP	Caltrans	By 6/30/2007	Caltrans Action

## Outcomes

- Maintain and Enhance the Quality of Life for our Residents
  - Protect Land for Future Generations
  - Maintain and Enhance Air and Water Quality
  - Address Environmental Justice Issues
  - Address Transportation Related Health Impacts
  - Provide Adequate Alternatives for Movement of People & Goods
  - Increase Mobility, Accessibility, and Reliability of our Transportation System
  - Prepare for Natural and Manmade Disasters
  - Provide Adequate Affordable Housing
- Maintain and Enhance the National and International Competitiveness of the SCAG Region
  - Narrow the Income Gap between the Have and the Have Nots
  - Ensure Adequate Resources, i.e., Energy, Water, etc.
  - Create Jobs and Generate Income
- Ensure Adequate Financial Resources for our Transportation System
  - Determine Viability of Federal Trust Fund
  - Develop Alternatives to Traditional Grant Funds
  - Maintain and Enhance California's Congressional Consensus Approach
- Become a Preeminent Regional Agency
  - Ensure Full Participation of our Members, Subregions, and Partners
  - Coordinate with Neighboring Regions for a Long Range (50+ years) Outlook
  - Preserve and Increase Planning Funds
  - Ensure Informed Decision Making through use of Data
  - Provide Leadership in Transportation Systems Analysis
  - Provide Best in Class Analytical Capabilities

# REPORT

**DATE:** September 14, 2006

**TO:** Administration Committee and Regional Council

**FROM:** Wayne Moore, [moore@scag.ca.gov](mailto:moore@scag.ca.gov), 213.236.1804

**SUBJECT:** Increase Threshold for Approval of Contract Amendments

**EXECUTIVE DIRECTOR'S APPROVAL:**

## RECOMMENDED ACTION:

Increase the threshold for Administration Committee and Regional Council approval of contract amendments to \$75,000.

## SUMMARY:

Increasing the threshold for approval of contract amendments from \$25,000 to \$75,000 would allow continuation of consultant services with minimal interruptions or delays, and will not impact consultant contract schedules. This is consistent with the Regional Council's intent to improve SCAG's procurement process when the threshold was increased to \$250,000 for approval of contracts by the Regional Council. If the contract amendment threshold remains at \$25,000, project schedules may be impacted due to the time it takes a contract amendment to be completed through the Administration Committee and Regional Council approval process.

Any contract amendment that would increase the total contract value over \$250,000 will be included in the Administration Committee and Regional Council agenda for approval.

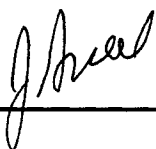
## BACKGROUND:

At the May 5<sup>th</sup>, 2005 Regional Council meeting, authorization was granted for increasing the threshold from \$25,000 to \$250,000 for approval of contracts by the Regional Council this action was taken to allow for a more expeditious procurement process for consultant services. However, the approval request did not address contract amendments. Currently, SCAG must obtain prior Regional Council approval for any contract amendment greater than \$25,000.

## FISCAL IMPACT:

No fiscal impact.

# REPORT

**DATE:** September 14, 2006  
**TO:** Regional Council  
**FROM:** Karen Tachiki, Director, Intergovernmental Affairs  
**SUBJECT:** Additional Regional Council District in CVAG Subregion  
**EXECUTIVE DIRECTOR'S APPROVAL:** 

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## **RECOMMENDED ACTION:**

Refer request for an additional Regional Council District in the Coachella Valley Subregion to the District Evaluation Committee.

## **SUMMARY:**

As a result of the population growth in the Coachella Valley, Regional Council member Greg Pettis (District #2: Blythe; Cathedral City; Coachella; Desert Hot Springs; Indio; Indian Wells; La Quinta; Palm Desert; Palm Springs; Rancho Mirage) has requested that another Regional Council District be formed in the CVAG Subregion.

The SCAG Administration Committee approved the recommended action at their July 6, 2006 meeting.

## **BACKGROUND:**

The Southern California Association of Government bylaws provide that the Districts shall be established by the Regional Council. The bylaws specifically call for reviewing district boundaries in every year ending in 3 or 8. There are currently sixty-five (65) districts and the bylaws provide that the Regional Council shall establish a maximum of sixty-seven (67) districts.

## **FISCAL IMPACT:**

None

# MEMO

**DATE:** September 14, 2006

**TO:** Administration Committee  
Regional Council

**FROM:** Wayne Moore, CFO (213) 236-1804  
Email: moore@scag.ca.gov

**SUBJECT:** Contracts and Purchase Orders between \$5,000 - \$250,000 and  
MOU's between \$5,000 - \$250,000

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## SUMMARY:

### SCAG executed the following Contract(s) between \$5,000 and \$250,000

- Aerial Information Systems \$ 44,789  
General Plan Land Use Assessment
- Bartel Associates, LLC \$ 9,000  
Actuarial Valuation Study
- EIP Associates \$249,894  
Transit Oriented Development Plan
- GIS Consultants \$ 22,546  
Parcel Data Consortium Development
- I.K. Curtis Services \$ 49,778  
Aerial Imagery Services
- Jack Faucett Associates \$ 98,465  
Energy Planning
- Meyer, Mohaddes Associates \$124,970  
HPMS/RTMIS Assessment
- Vasquez Associates \$215,400  
Auditing Services and Executive Consultation

**SCAG executed the following Purchase Order(s) between \$5,000 and \$250,000**

- BEHR Consulting \$ 5,000.00  
VPN (Virtual Private Network) and backup network support
- Cal State Fullerton \$ 10,000.00  
Regional Forecasting & Policy Analysis by Professor Anil Puri
- Cal State Long Beach \$ 10,000.00  
Regional Forecasting & Policy Analysis by Professor Lisa Grobar
- Dell Government Leasing & Finance \$103,251.72  
Lease of Dell computers
- Eclipse Printing & Graphics \$ 5,020.64  
SCAG Letterhead
- General Networks Corporation \$ 15,000.00  
IT Implementation Support, as needed
- IBM Corporation \$ 13,842.00  
Annual renewal of IBM Hardware Support Agreement
- Intuit Inc. \$ 6,052.00  
Annual renewal of CMS (Contact Management System ) Support
- Murphy Printing Company \$ 8,815.15  
Blanket Order for Business Cards for a three year term
- National Association of Regional Councils (NARC) \$ 25,000.00  
Annual Membership dues and Program Support
- Planet Bids \$ 7,500.00  
Support Services for RFP/Bid Management web site
- Sapphire Technologies \$ 31,000.00  
Temporary Staffing
- Workrite Ergonomics, Inc. \$ 5,610.88  
Keyboard trays

**SCAG executed the following MOU(s) between \$5,000 and \$250,000**

- None



## **CONSULTANT CONTRACT**

**Consultant:** Aerial Information Systems

**Scope:** The region covered by the Southern California Association of Governments, known as the SCAG Region, includes the counties of Los Angeles, Orange, Riverside, San Bernardino, Ventura and Imperial. As part of the data collection for this area, SCAG and the Coachella Valley Association of Governments require consultant assistance in the preparation of a general plan land use database. As part of the preparation of the Regional Transportation Plan (RTP), COMPASS, and other planning activities it is necessary to acquire future land use information for the SCAG region. The data collected through this effort will also be used in the preparation of the RTP Growth Forecast, 2% Strategy implementation and monitoring. In addition, the final product will be made available to local jurisdictions and other interested stakeholders.

The purpose of this study is to collect the general plan land use information for each of the jurisdictions located within the Coachella Valley and San Gabriel Valley. The information collected through this effort will be combined with similar subregional work efforts to produce a regional future land use database.

The Consultant will work with Subregional and SCAG staff to collect land use information from approximately 30 jurisdictions. The data will then be coded into a geographic information system file for each Subregion. The system file will preserve the unique land use code of each jurisdiction while generalizing the various land uses into 23 regional categories. By standardizing on these 23 regional codes we can take the disparate information and do analyses on a regional scale. The resulting database will be used by SCAG staff for regional planning activities such as determining the build-out capacity for the SCAG region for both residential and economic development.

<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$44,789</b>
	Aerial Information Systems (prime)	\$44,789

**Contract Period:** August 15, 2006 through June 30, 2007

<b>Work Element:</b>	07-040.CVGC1	\$29,899	Funding Sources: Consolidated
	07-040.SGVC1	\$14,890	Planning Grant – FTA

**Request for Proposal:** SCAG staff notified 203 pre-qualified firms of the release of RFP No. 07-006. The RFP was also advertised on The Urban Transportation Monitor's web site, American Planning Association's website and posted on SCAG's bid management system. The following five proposals were received in response to the solicitation:

Aerial Information Systems (no subcontractors)	\$44,789
BonTerra Consulting (no subcontractors)	\$44,574
EDAW, Inc. (no subcontractors)	\$44,998
Urban Crossroads (3 subcontractors)	\$53,500
(submitted bid for three Subregions but did not price separately)	
Wilbur Smith (no subcontractors)	\$44,838

**Selection Process:**

The Proposal Review Committee (PRC) evaluated all five proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with the top two offerors.

The PRC was comprised of the following individuals:

Catherine McMillan, Director of Government Affairs, CVAG  
 Javier Minjares, Sr. Regional Planner, SCAG  
 Cheryl Powell, Sr. Transportation Planner, Caltrans District 7  
 Ping Wang, Sr. GIS Analyst, SCAG  
 Elizabeth Wojdak, Sr. GIS Analyst, SCAG

**Basis for Selection:**

The PRC committee recommends Aerial Information Systems for the contract award because of the firm's unique qualifications to fulfill the requirements of the project. Aerial Information Systems is willing, able and capable to meet the demands of this project within the limited budget. In addition, due to the recent change in the project administration for the San Gabriel Valley this portion of the work will not commence until the Budget Amendment is approved. Originally the scope of work was to have the Consultant work concurrently on the Coachella Valley and San Gabriel Valley.

Aerial Information Systems is committed to working with each jurisdiction to collect their general plan land use information. Once the information has been collected they will make any changes and provide updates to the current general plan land use database that was developed in 2004. Aerial Information Systems will digitize data and convert the resulting information into an electronic map that is compatible with SCAG's GIS System. Aerial Information Systems will then work with the local jurisdictions to perform map review and quality control. Once the local jurisdictions have approved and/or corrected the hardcopy maps provided for local review, the Consultant will make the necessary changes. Aerial Information Systems will then submit to SCAG a Subregional file for review and quality control by SCAG staff. After any changes have been made Aerial Information Systems will create a Subregion file for submission to SCAG by June 30, 2007.

Aerial Information has performed a considerable amount of land use

work within the region. Aerial Information Systems has conducted work on both existing and general plan land use for both the Coachella Valley and the SCAG region. Aerial Information Systems is very knowledgeable of key land use issues facing the region. Aerial Information Systems has performed existing land use work for SCAG in 1990, 1993, 2001 and 2006. Aerial Information Systems has conducted general plan work for a number of jurisdictions within the study areas for this project. Aerial Information Systems have consistently performed work within budget and under very aggressive time constraints without a diminishment in the quality of their work. Aerial Information Systems is very well qualified to fulfill the overall objective of this study.

## **CONSULTANT CONTRACT**

**Consultant:** EIP Associates

**Scope:** In this subregional project, SCAG and the City of Los Angeles are seeking consultants to assist in the preparation of a land use/transit-oriented development plan and market study for ½ mile around the Exposition Rail station at La Cienega and Jefferson Boulevards. The plan will build upon previous supportive efforts, as noted below, and identify detailed community opportunities for economic development, transit oriented linkage opportunities for increasing multi-modal access to the station, and land use and urban design guidelines to create or enhance the community's identity. The market study will identify future community and/or regional demand for housing, jobs, and retail services within ½ mile of the station area. It is important to note that the ½ mile station area boundary includes a portion of the City of Culver City. While this plan will potentially recommend new zoning and performance standards for the areas of Los Angeles it will make no recommendations regarding the land uses within Culver City, but will reflect the city's current and long range land use plans when considering the station area as a whole.

It is the City of Los Angeles' intention that the land use/transit-oriented development plan will serve as a platform from which to develop implementing ordinances, measures and environmental clearances, as appropriate, that can be included in the soon to be updated West-Adams Baldwin Hills Leimert Community Plan. The City of Los Angeles will secondly identify funding sources for transportation improvements and mitigation measures to further enable plan implementation. The market study will provide a basis for substantiating transit-oriented goals and defining economic infill development opportunities most likely to attract employers, housing developers and retailers to the communities adjacent to the La Cienega/Jefferson Station.

The successful development and implementation of a transit oriented plan for the La Cienega/Jefferson Station Area presents an opportunity to demonstrate to the community, local cities, and the region, the benefits, impacts, methodologies, strategies and most effective planning tools for transforming a fragmented, vehicular oriented, low to medium density corridor into a cohesive, vibrant pedestrian and transit oriented community. As the Los Angeles region continues to confront the negative effects of congestion resulting from a history of sprawl and segregated land uses, transit oriented developments can present a positive alternative whereby housing, jobs and neighborhood services are all located within walkable proximity and a greater proportion of trips are pedestrian, bicycle and transit in nature. The City of Los Angeles views this project as a pilot transit-oriented plan that will form the basis for

<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$249,894</b>
	EIP Associates (prime)	\$ 94,104
	RNL Design (subcontractor)	\$ 48,000
	Katz, Okitsu (subcontractor)	\$ 29,825
	Keyser, Marston (subcontractor)	\$ 49,000
	Patricia Smith (subcontractor)	\$ 19,965
	GC Tech (subcontractor)	\$ 9,000

<b>Work Element:</b>	07-140.CLAC1	\$249,894	Funding Sources: FTA 5303
		\$32,391	In-kind match

Arroyo Group (4 subcontractors)	\$249,677
Carter & Burgess (6 subcontractors)	\$249,930
Dahlin Group (4 subcontractors)	\$249,926
EDAW (3 subcontractors)	\$249,839
EIP Associates (5 subcontractors)	\$249,894
Fregonese Calthorpe (5 subcontractors)	\$249,933
IBI Group (3 subcontractors)	\$249,720
MDA Johnson Favaro (3 subcontractors)	\$245,149
Roger Sherman Architecture (4 subcontractors)	\$249,997
Torti Gallas & Partners (4 subcontractors)	\$249,564

Jane Blumenfeld, Principal City Planner, Los Angeles City Planning Dept.  
 Claire Bowin, Planning Assistant, Los Angeles City Planning Dept.  
 Jordann Turner, City Planning Associate, Los Angeles City Planning Dept.  
 Miles Mitchell, Sr. Management Analyst, Los Angeles Dept. of Transportation

Peter Brandenburg, Associate Regional Planner, SCAG

**Basis for Selection:**

The PRC recommends the consultant team led by EIP Associates for the contract award because of the firm's unique qualifications to fulfill the requirements of the project. EIP is willing and able to meet the highly demanding requirements of this project within a very limited budget. They are committed to performing and documenting the required transit-oriented development planning work within a 12 month period.

The EIP team was ultimately selected for its well-balanced capacities for, and experience with, urban design, community process, analytical market study, and an understanding of the project area, all key elements of the project scope. The team members also demonstrated an overall enthusiasm for setting a new standard for TOD in Los Angeles.

Of all the responding firms, the EIP team is best qualified to fulfill the overall objective of the project.

## **CONSULTANT CONTRACT**

**Consultant:**

I.K. Curtis Services

**Scope:**

The Southern California Association of Governments purchased aerial imagery in 2005 for five counties in the region: Los Angeles, Orange, Riverside, San Bernardino and Ventura. The imagery is used for various planning projects and applications. Updated imagery is needed for the same counties. This Request for Proposal (RFP) is a solicitation for the services of a qualified firm to provide such imagery. The preferred format is digital orthophoto imagery.

The purpose of this project is the acquisition of true color imagery that can be used in SCAG's planning projects and other applications. The main objectives are: (1) To obtain a seamless digital imagery product for use as a GIS analytical tool, (2) acquire a product that can be used for various purposes. Examples include, but are not limited to map backgrounds and transportation modeling, (3) acquire a product which will facilitate identification of changes since the previous aerial survey, and allow analysis in a digital environment, (4) obtain a product that can be used in conjunction with other digital databases currently stored in ArcView and ArcInfo formats (shapes and coverages), (5) obtain a product that will facilitate responding to requests for image backgrounds, and other data that SCAG may be able to provide, in an interactive web-based environment, (6) acquire a product that will enable photo draping on terrain models and allow for various terrain analyses.

In addition to the required deliverables listed below, the Consultant will provide training to key SCAG staff in the software used for storage, manipulation, and retrieval of imagery:

Seamless imagery covering the selected areas within the region on CD-ROM or other high capacity data storage such as DVD

1 or 2 -Foot resolution for the urban portions of the region (Los Angeles County must be at 1 foot resolution)

Unlimited license to use and reproduce materials for all participating funding agencies

The imagery must have been acquired within 18 months prior to the start of this Request for Proposals. Vendors were encouraged to determine which areas have existing imagery that is suitable for SCAG's needs. The product is to consist of seamless digital imagery covering the specific areas outlined in the RFP. A delivery schedule for finished products is to be provided to SCAG. Initial products are to be available as soon as possible and the delivery completed no later than June 30, 2007.





## **CONSULTANT CONTRACT**

**Consultant:**

Jack Faucett Associates

**Scope:**

The SCAG region is faced with many challenges amongst which energy is possibly foremost. In developing future plans, SCAG must fully weigh and consider energy supply, distribution and use. SCAG forecasts the region will add over 6 million people, 2 million households, and 3 million jobs between 2000 and 2030. These people, households, and jobs will place new demands on energy generation and distribution in the region. Furthermore, population is growing in the hot climate zones of inland Southern California, resulting in increased land use development and its associated energy demands. With California importing 36 percent of the petroleum processed in its refineries from foreign countries, continued oil price fluctuation and supply reductions have helped bring forth concerns about dependence on petroleum and has renewed national, state, and regional interest in energy policy.

SCAG will engage the consultant team to assist in developing a broad regional energy planning and programmatic effort through its Regional Comprehensive Plan (RCP) process. The consultant team will develop a fact-based foundation for assessing SCAG's energy needs through 2035 and provide a basis for long-term energy planning activities, including developing cost scenarios and mitigation measures based on a reasonable range of assumptions. In addition, the consultant will work with a group of energy stakeholders to develop a shared base of information and create a path of action with broad support. In addition, the consultant will assist in establishing quantifiable performance outcomes for energy.

The main objective of this work program is to develop a fact-based, integrative analysis of the region's energy needs through 2035 to guide best practices, policies, and performance outcomes in the Energy Chapter of the RCP. This work program will also guide policies and performance outcomes in several chapters of the RCP such as transportation, air quality, and housing.

Another objective of this work program is to consult with State and local energy planners and other professionals with a role in energy planning. To this end, the consultant will work with SCAG's recently formed Energy Working Group to understand various energy planning processes. The stakeholders will establish quantifiable plan outcomes for energy. In addition, the energy group will identify feasible energy action items for the state, region, and municipalities. SCAG's member cities could incorporate SCAG's data into their planning processes, saving time and money in the provision of public utilities.

This work will also address new planning requirements in SAFETEA-LU by encouraging the safe and efficient management of surface transportation while minimizing transportation-related fuel consumption and air pollution. Furthermore, this work will support new SAFETEA-LU requirements by enhancing consultation with planning officials responsible for other types of planning activities affected by transportation (i.e., California Energy Commission, California Public Utilities Commission). Finally, the energy planning work will support the new SAFETEA-LU requirements by considering projects and strategies that will protect and enhance the environment, promote energy conservation, and improve the quality of life.

<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$98,465</b>
	Jack Faucett Associates (prime)	\$66,465
	TIAX (subcontractor)	\$22,000
	Univ. of California Transportation Center (subcontractor)	\$10,000

**Contract Period:** Notice to Proceed through June 30, 2007

<b>Work Element:</b>	07-020.SCGC2	\$86,995	Funding Sources: Consolidated Planning Grant – FHWA
	07-020.SCGC2	\$11,470	Funding Source: TDA

**Request for Proposal:** SCAG staff notified 559 pre-qualified firms of the release of RFP No. 07-007. The RFP was also advertised on Lawley Publications' website, the Planning Magazine's website, and posted on SCAG's bid management system. The following seven proposals were received in response to the solicitation:

Clark Strategic Partners (subcontractors: Bharat Patel, Anthony Fairclough, Hartmann Schobel, Interns from UCLA, USC, RAND Corporation)	\$100,000
GDS Associates, Inc.	\$99,550
J Leddy, Inc.	\$68,300
Jack Faucett Associates (subcontractors: TIAX, Univ. of California Transportation Center)	\$98,465
K. J. Kammerer & Associates (subcontractor: Robin J. Walther)	\$100,000
ICF International	\$99,907
The Sheltair Group (subcontractors: Stephen Hall & Assoc., Greenform, Victoria Transport Institute)	\$99,800

**Selection Process:**

The Proposal Review Committee (PRC) evaluated all seven (7) proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with four (4) offerors.

The PRC was comprised of the following individuals:

Susan Munves, Energy Administrator, City of Santa Monica Energy Office

Sylvia Patsaouras, Manager, Environmental Division, SCAG

Jennifer Brost Sarnecki, Associate Regional Planner, SCAG

David Sosa, Senior Regional Planner, Caltrans

Ty Schuiling, Director of Planning and Programming, San Bernardino Associated Governments

**Basis for Selection:**

The PRC committee recommends Jack Faucett Associates (JFA) for the contract award because of the firm's unique qualifications to fulfill the requirements of the project. The consultant team, led by JFA, received the highest combined score on their proposal and interview evaluations. Their composite score of 93.5 was approximately five points above the second place offeror. In particular, JFA exhibited a strong command of the energy analysis needs of the region. JFA's experience with similar studies in California will benefit the SCAG region by providing context and connections to other energy analysis and conservation efforts. JFA also has a solid track record with over 30 years of energy planning experience. JFA's consultant team also brings an expertise in advanced energy technologies and energy conservation options.

The JFA consultant team demonstrated exceptional technical and analytical expertise in energy planning, particularly in transportation fuels and air quality. They have an extensive history working with California state agencies on issues of energy, alternative fuels, and the environment. Specifically, energy studies undertaken by the team include: "Fueling the Future: Transportation Energy in California," completed for Caltrans; "Goods Movement Energy Efficiency" prepared for the California Energy Commission; "Evaluation of Proposed Incentives to Introduce Electric Vehicles into California" for the California Energy Commission; the AB 1007 Study (Alternative Fuels Plan) for the California Energy Commission (ongoing); and Hydrogen Economy Economic Impacts for the U.S. Department of Energy (ongoing). The subconsultant TIAX has also worked with the California Air Resources Board on the "California Strategy to Reduce Petroleum Dependency," where they provided cost, energy, and emissions analyses for the project. TIAX has also worked extensively with CalEPA and ARB to plan and implement an expedited program responding to the Governor's Executive Order regarding the Hydrogen Highway.

In addition to their extensive experience with all aspects of the transportation energy and alternative fuels fields of study, JFA has a hands-on understanding of SCAG's planning processes and responsibilities. This experience will allow JFA to ramp-up quickly, delivering the products on time and within budget. Most recently, JFA worked with SCAG and the Westside Cities Subregion in both the Growth Visioning and Planning for Integrated Land Use and Transportation (PILUT) phases of the COMPASS Program. JFA has also assisted SCAG on several projects including developing freight movement indicators for the SCAG region and developing a travel demand model for trucks.

In conclusion, the JFA consultant team is uniquely qualified to fulfill the overall objective of this study, which is to conduct a regional assessment of energy demand and supply for the RCP and the 2007/2008 RTP. They are willing and able to meet the demanding requirements of this project within a limited budget and schedule. And finally, the JFA staff of economists, transportation analysts, and environmental planners is immediately available to undertake this important effort.

## **CONSULTANT CONTRACT**

**Consultant:** Meyer, Mohaddes Associates

**Scope:** The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for the six-county region, including Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. As the designated MPO, SCAG has the responsibility to develop a Regional Transportation Plan (RTP). Federal law requires the RTP to be updated at least every four years.

To support the development/update of the RTP and track the effectiveness of plan implementation, there is a need for an effective transportation monitoring system. For example, monitoring data on speed or delay provides the measures for mobility, an important performance indicator for the RTP. Monitoring data could also play the role as inputs (e.g. number of lanes) or for validation (such as average daily traffic) during the transportation modeling process.

In 2002, SCAG developed the initial component of a Regional Transportation Monitoring Information System (RTMIS). The initial component includes the continuous downloading of the PeMS (Performance Measurement System) data and access to (Highway Performance monitoring System) HPMS data in the region. While the PeMS data is limited to freeways only, the HPMS data encompasses all federal-aid system including freeway system and selected arterials.

Currently, mapping the collected data is not user friendly. The mapping option is very slow over the Internet and requires redesigning of the current system. RTMIS also does not have the capability to generate graphs, tables, charts, and numerous other analytical applications while the PeMS does have. The HPMS measures and monitors the condition, usage and operating characteristics of the highway system. While it contains over 90 data elements, it does not include key performance indicators such as speed or delay. Consequently, both the RTMIS and HPMS perform very limited roles in transportation monitoring and need significant improvements.

The primary objective of this project is to develop a strategy and implementation plan for SCAG to develop an enhanced regional transportation monitoring system that is cost effective and sustainable.

The Consultant will provide an assessment of the existing RTMIS/HPMS through a diagnosis of the technical aspects of the

system, identifying agency needs in transportation monitoring that are not met through the existing RTMIS/HPMS system, conducting literature review and case studies to gain understanding about best practices in transportation monitoring at the MPO level and conducting surveys as needed with respect to highway transportation data collection activities affecting the SCAG region.

The Consultant will develop a methodology including indicators to monitor highway system performance. The Consultant will develop and evaluate alternatives for enhancement of the current system. In developing and evaluating the alternatives, the consultant is required to consider, for example, the use of GIS for displaying the relevant information and analysis, the changing environment of information technology, and the need for integrating the arterial and freeway components in performance monitoring.

Finally, the Consultant will provide recommendations including a development strategy and implementation plan with respect to the further enhancement of the in-house HPMS/RTMIS and/or strategies for deploying/access new tools to support the agency-wide needs.

<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$124,970</b>
	Meyer, Mohaddes Associates (prime)	\$106,970
	Franklin Hill Group (subcontractor)	\$18,000

**Contract Period:** Notice to Proceed through June 30, 2007

<b>Work Element:</b>	07-080.SCGC1	\$124,970	Funding Sources: FHWA Planning & TDA
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**Request for Proposal:** SCAG staff notified 609 pre-qualified firms of the release of RFP No. 07-002. The RFP was also advertised on Lawley Publications' website, the Planning Magazine's website, and posted on SCAG's bid management system. The following two proposals were received in response to the solicitation:

Booz Allen Hamilton (1 subcontractor)	\$118,111
Meyer, Mohaddes Associates (1 subcontractor)	\$124,970

**Selection Process:** The Proposal Review Committee (PRC) evaluated both proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with both offerors.

The PRC was comprised of the following individuals:

Mike Ainsworth, Lead Modeling Analyst, SCAG  
Ping Chang, Program Manager II, SCAG  
Philip Law, Regional Planner Specialist, SCAG  
Kathleen McCune, LACMTA, Transportation Planning Manager  
Leanne Williams, Senior Transportation Planner, Caltrans District 7  
Alex Yu, Senior Programmer Analyst, Sapphire

**Basis for Selection:**

The PRC recommends Meyer, Mohaddes Associates (MMA) for the contract award because of the firm's unique qualifications to fulfill the requirements of the project.

MMA has completed or is conducting county-wide transportation projects in each of the six counties in the region. MMA has a good track record of countywide transportation system monitoring in Southern California. For example, MMA is currently completing a Countywide Significant Arterial Network (CSAN) project and related databases for the Los Angeles County Metropolitan Transportation Authority. They have also prepared a multi-modal performance monitoring system for Orange County. These working experiences will be very valuable in developing the framework and recommendations to enhance the transportation monitoring system for the SCAG region.

The MMA team demonstrated substantive knowledge and capability on local and regional transportation issues. They utilized their broad understanding of regional mobility and experience in data sources and sampling methods in developing the technical approach for this project. For example, MMA proposed to utilize strategic corridors and screen line data for performance monitoring. Their proposed framework also considers the strengths and weakness of the existing Highway Performance Monitoring System (HPMS) and other data collection system such as the Intelligent Transportation System (ITS).

The MMA team has the appropriate focus in involving stakeholders from the beginning to define the end user requirements. They have an emphasis on the sustainability of the system and are aware of the limitation of solutions primarily based on technologies. In addition, the sub-consultant brings expertise for statistical analysis and strategic planning that complements well with the core team.

Finally, this project will involve a regional technical advisory committee including representatives from jurisdictions and interested stakeholders. Based on their successful experience, MMA proposed to use of a project website that will facilitate the project development process.

In summary, the MMA team demonstrated ability to translate their depth of experience and knowledge into sound technical approaches in transportation monitoring makes them uniquely qualified to fulfill the overall objective of this study.



## **CONSULTANT CONTRACT**

**Consultant:** Vasquez & Company LLP

**Scope:** The Consultant shall perform independent auditing and related services for SCAG for the year ending June 30, 2006, the Base Year, with two (2) one year Option renewals contingent on funding agency approval. The Consultant will be responsible for completing the Annual Financial Report, the Auditor's Report on the Single Audit Act, and be required to attend meetings of the Regional Council, Boards of Directors, Administration Committee and Audit Committee.

Also, an Executive Level Consultation task was not included in the original Request for Proposal (RFP) Scope of Work but added to the requirements during the negotiation phase.

<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$215,400</b>
	Vasquez & Company LLP (no subcontractors)	\$215,400

**Contract Period:** July 20, 2006 through June 30, 2009

Total contract period is for three years that include a Base year and two Option years at \$61,800 per year. Also, there is a provision for Executive Level Consultation at \$10,000 per year.

<b>Work Element:</b>	07-820.SCGC3	\$61,800	Funding Source: Indirect
	07-820.SCGC4	\$10,000	Funding Source: Indirect

**Request for Proposal:** SCAG staff notified 118 pre-qualified firms and postcards were mailed to 50 of the Top LA Accounting Firms as published in the Los Angeles Business Journal of the release of RFP No. 07-001. The RFP was also posted on SCAG's web site. The following Consultant responded to the RFP:

Vasquez & Company LLP (no subcontractors)	\$185,400
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**Selection Process:** The Proposal Review Committee (PRC) evaluated the proposal in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with the Consultant.

The PRC was comprised of the following individuals:

Basil Panas, Director of Budget, Metro  
Morteza Estabari, Associate Transportation Planner, Caltrans District 7  
Richard Howard, Internal Auditor, SCAG

**Basis for Selection:**

The PRC committee recommended Vasquez & Company LLP for the contract award because of the firm's unique qualifications to fulfill the requirements of the project.

Vasquez & Company LLP has performed a considerable number of local government audits and is experienced in the areas that concern SCAG. The firm has performed audits of Los Angeles County, the LACMTA, Southern California Regional Rail Authority, Alameda Corridor Authority and numerous local cities.

# MEMO

**DATE:** September 14, 2006  
**TO:** Administration Committee and Regional Council  
**FROM:** Wayne Moore, Chief Financial Officer  
(213) 236-1804, moore@scag.ca.gov  
**RE:** Monthly Report for June 2006

**Background:** This report contains three attachments: (1) SCAG's budget and expenditure data as of June 30, 2006, (2) a listing of payables and receivables over forty-five days old and (3) the fiscal 2007 General Fund budget.

**Budget and Expenses:** The SCAG Agency-wide and General Fund financial reports are attached. This financial data is directly exported from the SAP system. The Agency-wide report is all inclusive of the OWP, General Fund, Indirect Cost and Fringe Benefits. We have categorized the accounts in the Agency-wide report to give the Regional Council a 'Big Picture' view of the SCAG financials. These categories are summarized below and detailed on the following pages. The report has been modified to show "Encumbrances" as well as the actual expenditures to give the Regional Council a more complete picture of financial activity.

At the July Regional Council meeting, Council President Burke requested an analysis of the General Fund budget to determine if adequate funds were available to cover the costs of implementing the Regional Housing Needs Assessment (RHNA) program. The Fiscal 2007 General Fund budget includes \$346,000 for project support. There are sufficient project support funds available to cover a portion of the RHNA programs costs.

## Percent of year: 100%

Category	Budget	YTD Spent	Encumbrances	Balance	Percent Spent
Staff	\$10,146,724	\$8,556,446	\$77,728	\$1,512,550	85%
Consultant	16,599,760	8,218,688	4,225,293	4,155,779	75%
Sub Regions	2,061,600	920,065	603,637	537,898	74%
Direct Costs	4,669,902	4,031,970	217,125	420,807	91%
Fringe Benefits	3,717,103	3,296,552	0	420,551	89%
Other	5,531,396	1,513,525	2,728,491	1,289,380	77%
<b>Total</b>	<b>\$42,726,485</b>	<b>\$26,537,246</b>	<b>\$7,852,274</b>	<b>\$8,336,965</b>	<b>80%</b>

### Highlights

- FY 2006-2007 Indirect Cost Allocation Plan approved by Caltrans.
- FY 2006-2007 OWP approved by Caltrans.

Doc # 126032

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
GENERAL FUND BUDGET  
PROPOSED FOR THE YEAR ENDING JUNE 30, 2007**

	<b>BUDGET</b>
<b>REVENUE</b>	<b>FY2006-07</b>
Membership Dues	1,416,603
All other income	105,000
<b>TOTAL</b>	<b>1,521,603</b>
<b>EXPENSES</b>	
Internal Legislative (SCAG Staff)	100,000
External Legislative	313,050
Legal Fees - Litigation	200,000
Payroll/Bank Fees	4,500
Membership Dues	22,614
Capital Outlay	44,000
TRAINING	25,000
RC Meetings	22,000
RC Retreat	17,500
RC General Assembly	17,500
Other Meeting Exp	20,000
Other	21,500
RC Member Stipends	130,000
Interest on Bank Line of Credit	75,000
Fees paid to Caltrans	1,000
Contrib to project / Reserves	346,839
Travel	40,800
Travel-Lodging over allowed per diem	3,000
Registration	4,000
NARC Board Expense	3,500
RC Special Projects	18,000
RC Sponsorships	91,800
<b>TOTAL</b>	<b>1,521,603</b>

# MEMO

**DATE:** September 7, 2006

**TO:** Regional Council

**FROM:** Don Rhodes (x840)  
Manager, Public and Government Affairs

**SUBJECT:** State & Federal Legislative Matrix

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## SUMMARY:

The attached legislative bill matrix provides summaries of state and federal legislation relevant to SCAG activities and items of interest.

These legislative bills are organized by subject matter in the following categories: Air Quality, Energy, Environment, GovBondBills, Housing, Land Use, Solid Waste, Transportation, and Transit.

Bill summaries include known on-record positions for other statewide organizations following these issues such as the California League of Cities, California State Association of Counties, CALCOG, and others. Also included for your information is each bill's position in the legislative process. Any bills included in previous matrices that have failed to move as required by the Constitution and/or the relevant legislative deadlines, i.e., 'dead' bills, have been purged from the matrix.

Please feel free to contact me at (213)-236-1840 if you have any questions or wish to discuss any legislative bill or issue. Members of my staff are also available for your assistance; please contact Jeff Dunn at (213)-236-1880 or Charlotte Pienkos at (213)-236-1811 if you have any further questions.

Doc#125903v1

AB 1101	<b>AUTHOR:</b> Oropeza (D) <b>TITLE:</b> Air Pollution: Diesel Magnet Sources <b>FISCAL COMMITTEE:</b> yes <b>URGENCY CLAUSE:</b> no <b>INTRODUCED:</b> 02/22/2005 <b>LAST AMEND:</b> 08/07/2006 <b>DISPOSITION:</b> Pending <b>FILE:</b> 200 <b>LOCATION:</b> Senate Third Reading File <b>SUMMARY:</b> Establishes a compliance schedule for a facility that is a diesel magnet source. Requires the Air Resources Board, in consultation with the air districts, to prepare and make available to the public a list of diesel magnet sources. Requires the districts, in cooperation with prescribed state agencies, to implement a collaborative public process to review advances and limitations in methods to estimate emissions, exposure, and risk to the public that results from the release of air contaminants. <b>STATUS:</b> 08/10/2006 In SENATE. Read second time. To third reading.
AB 1231	<b>AUTHOR:</b> Horton J (D) <b>TITLE:</b> Air Pollution <b>FISCAL COMMITTEE:</b> yes <b>URGENCY CLAUSE:</b> no <b>INTRODUCED:</b> 02/22/2005 <b>LAST AMEND:</b> 08/07/2006 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Second Reading File <b>SUMMARY:</b> Relates to air pollution and air quality management district hearing boards pleadings filing and notice requirements, air district reports relating to the number and length of variances or orders of abatement and total emissions allowed to the State Air Resources Board, the board publishing the reports on its Web site, notification of the Legislature by the board of the reports and the location on the Internet, and district board issuance of variances and orders for abatement. <b>STATUS:</b> 08/14/2006 From SENATE Committee on APPROPRIATIONS: Do pass.
AB 1430	<b>AUTHOR:</b> Goldberg (D) <b>TITLE:</b> Air Contaminants <b>FISCAL COMMITTEE:</b> yes <b>URGENCY CLAUSE:</b> no <b>INTRODUCED:</b> 02/22/2005 <b>LAST AMEND:</b> 08/07/2006 <b>DISPOSITION:</b> Pending <b>FILE:</b> 180 <b>LOCATION:</b> Senate Third Reading File <b>SUMMARY:</b> Requires the State Air Resources Board's environmental justice advisory committee to review each updated methodology used by air pollution control districts and air quality management districts to calculate the value of credits issued for emission reductions for stationary, mobile, indirect, and areawide sources, including those issued under market-based incentives programs, when those credits are used interchangeable, with certain requirements. <b>STATUS:</b> 08/08/2006 In SENATE. Read second time. To third reading. <b>Subject:</b> AirQuality
AB 2015	<b>AUTHOR:</b> Lieu (D) <b>TITLE:</b> South Coast Air Quality Management District: Members <b>FISCAL COMMITTEE:</b> yes <b>URGENCY CLAUSE:</b> no <b>INTRODUCED:</b> 02/10/2006 <b>LAST AMEND:</b> 08/07/2006 <b>DISPOSITION:</b> Pending <b>COMMITTEE:</b> Senate Appropriations Committee <b>HEARING:</b> 08/17/2006 <b>SUMMARY:</b>

Increases the number of members on the South Coast Air Quality Management District Board to include one new member appointed by the mayor of the City of Los Angeles from members of the city council. Adds the cities of Calabasas and Malibu to and excludes Los Angeles from the list of cities included in the western region of the County of Los Angeles. Requires a specified appointed member to be deemed as appointed by the Mayor of the City of Los Angeles, and a new member be appointed from the western region.

**STATUS:**

08/07/2006

From SENATE Committee on APPROPRIATIONS with author's amendments.

08/07/2006

In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

08/07/2006

In SENATE Committee on APPROPRIATIONS: To Suspense File.

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CA AB 2647

**AUTHOR:**

Oropeza (D)

**TITLE:**

Vehicular Air Pollution: Truck Retrofit Assistance

**FISCAL COMMITTEE:**

yes

**URGENCY CLAUSE:**

no

**INTRODUCED:**

02/24/2006

**LAST AMEND:**

06/29/2006

**DISPOSITION:**

Pending

**COMMITTEE:**

Senate Appropriations Committee

**HEARING:**

08/17/2006

**SUMMARY:**

Requires the State Pollution Control Financing Authority to expand the Capital Access Loan Program to help finance the purchase and installation of truck cab and parking space electrification technologies, electric standby truck refrigeration units, and SmartWay Upgrade Kits. Requires the authority to use funds from the Small Business Assistance Fund to establish and contribute matching funds into loss reserve accounts.

**STATUS:**

08/07/2006

In SENATE Committee on APPROPRIATIONS: To Suspense File.

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CA AB 2823

**AUTHOR:**

Ruskin (D)

**TITLE:**

Air Pollution: District Compliance Programs

**FISCAL COMMITTEE:**

yes

**URGENCY CLAUSE:**

no

**INTRODUCED:**

02/24/2006

**LAST AMEND:**

08/07/2006

**DISPOSITION:**

Pending

**FILE:**

319

**LOCATION:**

Senate Third Reading File

**SUMMARY:**

Extends the air monitoring permit compliance program to additional air quality management districts. Requires districts, for any notice of violation of specified nuisance laws and regulations, to post a copy of the notice on the district's website, to provide a copy of the notice to the state board, the city and county where the violation occurred, and other appropriate governmental entities, to place a notice in a newspaper, and to post a laminated copy of the notice on each side of the violating facility.

**STATUS:**

08/10/2006

In SENATE. Read second time. To third reading.

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CA AB 2825

**AUTHOR:**

Ruskin (D)

**TITLE:**

Schoolsites: Hazardous Emissions and Substances

**FISCAL COMMITTEE:**

yes

**URGENCY CLAUSE:**

no

**INTRODUCED:**

02/24/2006

**LAST AMEND:**

08/07/2006

**DISPOSITION:**

Pending

**COMMITTEE:**

Senate Appropriations Committee

**HEARING:**

08/17/2006

**SUMMARY:**

Requires the identification of both existing and proposed facilities that emit hazardous air emissions or handle extremely hazardous substances or hazardous waste, within a school district's authority. Requires an appropriate planning commission report to contain information included in an environmental impact report or negative declaration. Requires an administering agency to provide information regarding existing and proposed facilities. Defines hazardous air emission and extremely hazardous substance.

**STATUS:**

08/14/2006

In SENATE Committee on APPROPRIATIONS: To Suspense File.

AB 2880

**AUTHOR:** Lieu (D)  
**TITLE:** Integrated Waste Management Board: Green Buildings  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/24/2006  
**LAST AMEND:** 08/07/2006  
**DISPOSITION:** Pending  
**COMMITTEE:** Senate Appropriations Committee  
**HEARING:** 08/17/2006  
**SUMMARY:**

Requires the Integrated Waste Management Board to make available to the public, in part through the board's internet web site, public resources about green buildings. Requires the board to establish an advisory committee and see the advice of the committee in developing, maintaining, and updating the Internet Web site.

**STATUS:**

08/07/2006 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.  
 08/07/2006 In SENATE Committee on APPROPRIATIONS: To Suspense File.

SB 250

**AUTHOR:** Campbell (R)  
**TITLE:** Hydrogen Fuel Standards  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/15/2005  
**LAST AMEND:** 06/21/2005  
**DISPOSITION:** Pending - Carryover  
**LOCATION:** Assembly Appropriations Committee  
**SUMMARY:**

Adds hydrogen fuels to provisions of existing law for use in internal combustion engines and fuel cells in motor vehicles. Requires the Department Food and Agriculture to initially establish specifications for hydrogen fuels and fuel cells for these purposes, until a standards development organization accredited by the American National Standards Institute (ANSI) adopts standards. Requires the department then adopt the latest standards established by the ANSI standards development organization.

**STATUS:**

07/05/2005 From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS.

**Position:** CALCOG-Sup  
**Subject:** AirQuality, Energy, Transport

CA SB 757

**AUTHOR:** Kehoe (D)  
**TITLE:** Oil Conservation, Efficiency and Alternative Fuels Act  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/22/2005  
**LAST AMEND:** 02/27/2006  
**DISPOSITION:** Pending  
**COMMITTEE:** Assembly Appropriations Committee  
**HEARING:** 08/17/2006  
**SUMMARY:**

Enacts the Oil Conservation, Efficiency and Alternative Fuels Act. Requires state agencies to take the state's transportation energy goals into account in adopting rules and regulations. Requires a report assessing specified violations of air pollution, water pollution, and hazardous waste regulations by each oil refinery and the disposition of the violations. Requires Cal-EPA to submit an assessment of the transportation energy conservation, efficiency and any alternative fuel policies that are adopted.

**STATUS:**

08/09/2006 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.  
**Subject:** AirQuality

CA SB 764

**AUTHOR:** Lowenthal (D)  
**TITLE:** Air Resources: South Coast Air District: Ports  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/22/2005  
**LAST AMEND:** 06/12/2006  
**DISPOSITION:** Pending



**COMMITTEE:** Assembly Appropriations Committee  
**HEARING:** 08/17/2006  
**SUMMARY:**

Requires the Port of Los Angeles and the Port of Long Beach to develop a baseline for air quality for their respective ports, in consultation with specified agencies. Requires the air quality baseline to be based on the level of emissions from specified sources. Requires each port to hold public hearings on the baseline data and discuss potential mitigation and control measures to reduce emissions from sources at the port. Authorizes a fine for exceeding emissions.

**STATUS:**

06/28/2006

In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

**Subject:**

AirQuality, Transport

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CA SB 1252

**AUTHOR:** Florez (D)  
**TITLE:** Air Pollution: Penalties: Particulate Matter  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/08/2006  
**LAST AMEND:** 04/25/2006  
**DISPOSITION:** Pending  
**COMMITTEE:** Assembly Appropriations Committee  
**HEARING:** 08/17/2006  
**SUMMARY:**

Permits the Air Resources Board or any air pollution control or air quality management district to impose, in addition to any other civil and criminal penalties, a civil penalty per violation for any discharge of specified particulate matter in violation of state or federal ambient air quality standards or rule, regulation, standard, or order adopted by the board or a district, or a permit issued by the board or a district. Provides for an increase in the penalty after a specified date.

**STATUS:**

08/09/2006

In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

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CA SB 1829

**AUTHOR:** Lowenthal (D)  
**TITLE:** Marine Terminals: Air Emissions  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/24/2006  
**LAST AMEND:** 04/25/2006  
**DISPOSITION:** Pending  
**COMMITTEE:** Assembly Appropriations Committee  
**HEARING:** 08/17/2006  
**SUMMARY:**

Requires each marine terminal to operate in a manner that does not cause trucks to idle or queue for more than a specified period while waiting to enter the terminal or for more than that same period per transaction from the first point of entry into the terminal until the time the truck has passed through the final exit gate. Provides for a fine for a violation or for trying to circumvent these requirements. Provides that it is not a violation if the wait is due to specified events.

**STATUS:**

08/09/2006

In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

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US S 131

**SPONSOR:** Inhofe (R)  
**TITLE:** Air Pollution  
**INTRODUCED:** 01/24/2005  
**DISPOSITION:** Pending  
**LOCATION:** Senate Environment and Public Works Committee  
**SUMMARY:**

A bill to amend the Clean Air Act to reduce air pollution through expansion of cap and trade programs, to provide an alternative regulatory classification for units subject to the cap and trade program.

**STATUS:**

03/09/2005

In SENATE Committee on ENVIRONMENT AND PUBLIC WORKS:  
Consideration and mark-up session held.

AB 2104	<b>AUTHOR:</b> Lieber (D) <b>TITLE:</b> Energy: Alternate Rates for Energy Program <b>FISCAL COMMITTEE:</b> yes <b>URGENCY CLAUSE:</b> no <b>INTRODUCED:</b> 02/17/2006 <b>LAST AMEND:</b> 06/15/2006 <b>DISPOSITION:</b> To Governor <b>LOCATION:</b> To enrollment <b>SUMMARY:</b> Requires the Public Utilities Commission to improve the Alternate Rates for Energy application process for tenants of a mobilehome park, apartment building, or similar residential complex receiving electric or gas service from a master-meter customer by developing processes whereby electrical and gas corporations are able to directly accept applications from tenants Requires the commission to require such corporations to provide each master-meter customer with a list of tenants who receive a discount. <b>STATUS:</b> 08/14/2006 In ASSEMBLY. ASSEMBLY concurred in SENATE amendments. To enrollment.
A AB 2321	<b>AUTHOR:</b> Canciamilla (D) <b>TITLE:</b> Energy: Governor's Green Action Team <b>FISCAL COMMITTEE:</b> yes <b>URGENCY CLAUSE:</b> no <b>INTRODUCED:</b> 02/22/2006 <b>LAST AMEND:</b> 08/07/2006 <b>DISPOSITION:</b> Pending <b>COMMITTEE:</b> Senate Appropriations Committee <b>HEARING:</b> 08/17/2006 <b>SUMMARY:</b> Establishes the Governor's Green Action Team. Specifies a primary mission of overseeing and directing progress towards reducing electricity purchases for state-owned buildings and to achieve comparable reductions in electricity purchases for other entities of state government, for local government, for schools and for commercial buildings. <b>STATUS:</b> 08/07/2006 In SENATE. Read second time and amended. Re-referred to Committee on GOVERNMENTAL ORGANIZATION. 08/07/2006 Re-referred to SENATE Committee on APPROPRIATIONS. 08/07/2006 In SENATE Committee on APPROPRIATIONS: To Suspense File.
CA AB 2390	<b>AUTHOR:</b> Assembly Utilities and Commerce Committee <b>TITLE:</b> Public Utilities Commission: Reporting/Rehearings <b>FISCAL COMMITTEE:</b> yes <b>URGENCY CLAUSE:</b> no <b>INTRODUCED:</b> 02/23/2006 <b>LAST AMEND:</b> 06/27/2006 <b>DISPOSITION:</b> To Governor <b>LOCATION:</b> To enrollment <b>SUMMARY:</b> Requires the Public Utilities Commission to notify the parties of the issuance of an order or decision by mail or, with consent, electronic transmission and to report on energy efficiency and conservation programs. Revises the definition of date of issuance to mean the mailing or electronic transmission date that is stamped on the official version of the order or decision. Specifies that the issuance of a decision or the granting of an application is to be construed to have occurred on issuance. <b>STATUS:</b> 08/14/2006 In ASSEMBLY. ASSEMBLY concurred in SENATE amendments. To enrollment.
CA SB 1	<b>AUTHOR:</b> Murray (D) <b>TITLE:</b> Electricity: Solar Energy: Net Metering <b>FISCAL COMMITTEE:</b> yes <b>URGENCY CLAUSE:</b> no <b>INTRODUCED:</b> 12/06/2004 <b>LAST AMEND:</b> 06/29/2006 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Unfinished Business <b>SUMMARY:</b> Requires a seller of production homes to offer the option of a solar energy system to all customers

negotiating the purchase of such home and to disclose certain information. Allows a bypass of this requirement for the installation of a solar energy system in such homes. Requires the Public Utilities Commission on implementing the State Solar Initiative to award monetary incentives for eligible systems, to adopt a performance-based program including energy efficiency improvements. Relates to contractors.

**STATUS:**

08/08/2006

From SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS:  
Recommend concurrence in ASSEMBLY amendments.

**Subject:**

Environment

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A SB 107

**AUTHOR:**

Simitian (D)

**TITLE:**

Renewable Energy

**INTRODUCED:**

01/20/2005

**LAST AMEND:**

08/07/2006

**DISPOSITION:**

Pending

**COMMITTEE:**

Assembly Utilities and Commerce Committee

**HEARING:**

08/15/2006 10:00 am

**SUMMARY:**

Revises and recasts language so the amount of electricity generated per year from eligible renewable energy resources is increased to an amount that equals at least 20% of the total electricity sold to retail customers per year by December 31, 2010. Provides an exemption. Requires the Energy Commission to develop mechanisms for renewable energy credits and to include an assessment of increasing electricity from renewable resources in its energy report. Relates to payments to out of state facilities.

**STATUS:**

08/07/2006

In ASSEMBLY. Read third time and amended. To third reading.

08/07/2006

Re-referred to ASSEMBLY Committee on UTILITIES AND COMMERCE.

**Subject:**

Energy

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A SB 1505

**AUTHOR:**

Lowenthal (D)

**TITLE:**

Fuel: Hydrogen Alternative Fuel

**FISCAL COMMITTEE:**

yes

**URGENCY CLAUSE:**

no

**INTRODUCED:**

02/23/2006

**LAST AMEND:**

08/07/2006

**DISPOSITION:**

Pending

**COMMITTEE:**

Assembly Appropriations Committee

**HEARING:**

08/16/2006 9:00 am

**COMMITTEE:**

Assembly Appropriations Committee

**HEARING:**

08/17/2006

**SUMMARY:**

Declares the legislature's intent that, when the state hydrogen highway blueprint plan is implemented, it be done so in a clean and environmentally responsible and advantageous manner. Requires the state Air Resources Board to adopt regulations that will ensure that state funding for the production and use of hydrogen fuel contributes to the reduction of greenhouse gas, criteria air pollutant and toxic air contaminant emissions.

**STATUS:**

08/07/2006

In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

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SB 153

**AUTHOR:** Chesbro (D)  
**TITLE:** Parks and Recreation  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/08/2005  
**LAST AMEND:** 06/19/2006  
**DISPOSITION:** Pending  
**COMMITTEE:** Assembly Appropriations Committee  
**HEARING:** 08/16/2006 9:00 am  
**COMMITTEE:** Assembly Appropriations Committee  
**HEARING:** 08/17/2006  
**SUMMARY:**

Provides for the distribution of bonds funds from the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 for local assistance grants for neighborhood, community, and regional parks, and recreational lands and facilities. Creates the Challenged Rural Communities Program. Provides for the distribution of bond funds from the Housing and Emergency Shelter Trust Fund Act of 2006 for park creation, to encourage specified infill development.

**STATUS:**

08/10/2006

**Subject:**

Re-referred to ASSEMBLY Committee on APPROPRIATIONS.  
AirQuality, Environment, Water

A AB 1333

**AUTHOR:** Frommer (D)  
**TITLE:** Grease Waste Haulers  
**FISCAL COMMITTEE:** no  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/22/2005  
**LAST AMEND:** 04/27/2006  
**DISPOSITION:** To Governor  
**LOCATION:** Enrolled  
**SUMMARY:**

Prohibits a grease waste hauler from removing grease from a greasetrap or interceptor unless the hauler removes all grease, grease liquid, water, and solids from the trap or interceptor each time of removal. Subjects a hauler to a civil penalty for a violation. Allows for the enforcement of these provisions only against a grease waste hauling company. Provides distribution of civil penalties. Makes it an offense for a hauler to reinsert or to improperly deposit grease in specified ways. Provides exceptions.

**STATUS:**  
 08/11/2006 Enrolled.

A AB 1992

**AUTHOR:** Canciamilla (D)  
**TITLE:** Solid Waste: Dumping  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/09/2006  
**LAST AMEND:** 08/07/2006  
**DISPOSITION:** Pending  
**LOCATION:** Senate Second Reading File  
**SUMMARY:**

Provides that the placing, depositing, dumping, of solid waste or overflow, sewage, sludge, cesspool or septic tank effluent, or accumulation of human excreta, or garbage on private property, without the owner's consent, is a misdemeanor. Prohibits placing, depositing, or dumping of solid waste upon private property by the owner or person authorized by the owner, from creating a nuisance and revises highway and road dumping. Increases the mandatory fine for the first conviction. Provides a reward.

**STATUS:**  
 08/14/2006 From SENATE Committee on APPROPRIATIONS: To second reading without further hearing pursuant to Senate Rule 28.8.

CA AB 2147

**AUTHOR:** Harman (R)  
**TITLE:** Solid Waste: Plastic Food/Beverage Containers  
**FISCAL COMMITTEE:** no  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/21/2006  
**LAST AMEND:** 06/27/2006  
**DISPOSITION:** Pending  
**FILE:** 123  
**LOCATION:** Senate Third Reading File  
**SUMMARY:**

Prohibits a person from selling a plastic food or beverage container that is labeled as biodegradable or similarly described unless the container meets a current ASTM standard specification for compostable plastics the term used on the label.

**STATUS:**  
 06/27/2006 In SENATE. Read second time and amended. To third reading.

CA AB 2206

**AUTHOR:** Montanez (D)  
**TITLE:** Recycling: Multifamily Dwellings.  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/22/2006  
**LAST AMEND:** 03/27/2006  
**DISPOSITION:** Pending  
**COMMITTEE:** Senate Appropriations Committee  
**HEARING:** 08/17/2006  
**SUMMARY:**

Requires local jurisdictions to report on the progress made in the diversion and recycling of waste material at multifamily dwellings in their annual report to add an additional factor related to diversion

and recycling of solid waste from multifamily dwellings that the Integrated Waste Management Board would be required to consider in determining the appropriateness of imposing penalties on a local jurisdiction. Requires the board to make available model ordinances for solid waste reduction.

**STATUS:**

08/07/2006

In SENATE Committee on APPROPRIATIONS: To Suspense File.

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AB 2896

**AUTHOR:** Karnette (D)  
**TITLE:** Commercial Transportation Development Council  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/24/2006  
**LAST AMEND:** 06/21/2006  
**DISPOSITION:** Pending  
**COMMITTEE:** Senate Appropriations Committee  
**HEARING:** 08/17/2006  
**SUMMARY:**

Creates the Commercial Transportation Development Council to review and collect data and to provide advice concerning the needs of commercial transportation in the state.

**STATUS:**

08/07/2006

In SENATE Committee on APPROPRIATIONS: To Suspense File.

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A SB 369

**AUTHOR:** Simitian (D)  
**TITLE:** Solid Waste: Tire Recycling: Rubberized Asphalt  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/17/2005  
**LAST AMEND:** 08/07/2006  
**DISPOSITION:** Pending  
**COMMITTEE:** Assembly Appropriations Committee  
**HEARING:** 08/17/2006  
**SUMMARY:**

Relates to rubberized asphalt concrete and tire-derived aggregate. tire recycling grants. Revises eligibility factors for those grants. Revises and increases the types of activities eligible for funding for activities that reduce or are designed to reduce or promote the reduction of, landfill disposal of used whole tires. Relates to the report on the effectiveness of the grant program to encourage the use of rubberized asphalt concrete materials.

**STATUS:**

08/09/2006

In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

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CA SB 928

**AUTHOR:** Perata (D)  
**TITLE:** Public Resources: Solid Waste  
**FISCAL COMMITTEE:** no  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/22/2005  
**LAST AMEND:** 08/08/2006  
**DISPOSITION:** Pending  
**FILE:** 87  
**LOCATION:** Assembly Third Reading File  
**SUMMARY:**

Relates to solid waste. Deletes a reference to the additional authority of the Integrated Waste Management Board to grant a time extension for a diversion requirement related to diversion from landfill disposal or transformation through source reduction, recycling and composting activities.

**STATUS:**

08/09/2006

In ASSEMBLY. Read second time. To third reading.

**Subject:**

SolidWaste

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AB 127	<b>AUTHOR:</b> <b>TITLE:</b> <b>FISCAL COMMITTEE:</b> <b>URGENCY CLAUSE:</b> <b>INTRODUCED:</b> <b>ENACTED:</b> <b>DISPOSITION:</b> <b>LOCATION:</b> <b>CHAPTER:</b> <b>SUMMARY:</b>	Nunez (D) Education Facilities: Kindergarten-University Bond Act no yes 01/13/2005 05/20/2006 Enacted Chaptered 35 Enacts the Kindergarten-University Public Education Facilities Bond Act of 2006. Authorizes a specified amount in state general obligation bonds to provide aid to school districts, county superintendents of schools, county boards of education, the California Community Colleges, the University of California, the Hastings College of the Law, and the California State University to construct and modernize education facilities. <b>STATUS:</b> 05/20/2006 05/20/2006	Signed by GOVERNOR. Chaptered by Secretary of State. Chapter No. 35
AB 140	<b>AUTHOR:</b> <b>TITLE:</b> <b>FISCAL COMMITTEE:</b> <b>URGENCY CLAUSE:</b> <b>INTRODUCED:</b> <b>ENACTED:</b> <b>DISPOSITION:</b> <b>LOCATION:</b> <b>CHAPTER:</b> <b>SUMMARY:</b>	Nunez (D) Disaster Preparedness and Flood Prevention Bonds no yes 01/13/2005 05/19/2006 Enacted Chaptered 33 Enacts the Disaster Preparedness and Flood Prevention Bond Act of 2006. Authorizes the issuance of a specified amount of bonds for the purposes of financing disaster preparedness and flood prevention projects. <b>STATUS:</b> 05/19/2006 05/19/2006	Signed by GOVERNOR. Chaptered by Secretary of State. Chapter No. 33
CA AB 142	<b>AUTHOR:</b> <b>TITLE:</b> <b>FISCAL COMMITTEE:</b> <b>URGENCY CLAUSE:</b> <b>INTRODUCED:</b> <b>ENACTED:</b> <b>DISPOSITION:</b> <b>LOCATION:</b> <b>CHAPTER:</b> <b>SUMMARY:</b>	Nunez (D) Flood Control: Levee Repair and Flood Control no yes 01/13/2005 05/19/2006 Enacted Chaptered 34 Appropriates a specified amount of funds to the Department of Water Resources for levee evaluation and repair, and related work, and flood control system improvements. Requires that the levee repairs for those critical levee erosion sites identified under a specified Governor's executive order be made with funds appropriated. <b>STATUS:</b> 05/19/2006 05/19/2006	Signed by GOVERNOR. Chaptered by Secretary of State. Chapter No. 34
CA AB 1039	<b>AUTHOR:</b> <b>TITLE:</b> <b>FISCAL COMMITTEE:</b> <b>URGENCY CLAUSE:</b> <b>INTRODUCED:</b> <b>ENACTED:</b> <b>DISPOSITION:</b> <b>LOCATION:</b> <b>CHAPTER:</b> <b>SUMMARY:</b>	Nunez (D) Government: Environment: Bonds: Transportation no no 02/22/2005 05/19/2006 Enacted Chaptered 31	

B 773	<b>AUTHOR:</b>	Mullin (D)
	<b>TITLE:</b>	Redevelopment: Referendum
	<b>FISCAL COMMITTEE:</b>	no
	<b>URGENCY CLAUSE:</b>	no
	<b>INTRODUCED:</b>	02/18/2005
	<b>LAST AMEND:</b>	06/13/2006
	<b>DISPOSITION:</b>	To Governor
	<b>LOCATION:</b>	Enrolled
	<b>SUMMARY:</b>	
	Amends the Community Redevelopment Law that authorizes the establishment of redevelopment agencies and prescribes certain requirements applicable to referendum petitions circulated in cities and counties with a certain population, relating to a redevelopment plan that is subject to referendum, including the timeframe for submission of the petition to the clerk of the legislative body. Makes a 90-day timeframe applicable to all cities and counties.	
AB 1387	<b>STATUS:</b>	
	08/08/2006	Enrolled.
	<b>Subject:</b>	Housing
	<b>AUTHOR:</b>	Jones (D)
	<b>TITLE:</b>	CEQA Residential Infill Projects
	<b>FISCAL COMMITTEE:</b>	yes
	<b>URGENCY CLAUSE:</b>	no
	<b>INTRODUCED:</b>	02/22/2005
	<b>LAST AMEND:</b>	08/07/2006
	<b>DISPOSITION:</b>	Pending
A AB 2259	<b>FILE:</b>	258
	<b>LOCATION:</b>	Senate Third Reading File
	<b>SUMMARY:</b>	
	Provides that, if a residential project not exceeding 100 units with a specified minimum density and within 1/2 mile of the transit stop, or an infill site, in an urbanized area is in compliance with traffic, circulation, and transportation policies of the general, community or specific plan and applicable local ordinances, the city or county is not required to comply with specified requirements with respect to making any findings regarding the significant environmental effects from the project on traffic.	
	<b>STATUS:</b>	
	08/10/2006	In SENATE. Read second time. To third reading.
	<b>Position:</b>	League-Sup 04/20/2005
	<b>AUTHOR:</b>	Salinas (D)
	<b>TITLE:</b>	Local Agency Formation: Extension of Services
	<b>FISCAL COMMITTEE:</b>	no
CA SB 53	<b>URGENCY CLAUSE:</b>	no
	<b>INTRODUCED:</b>	02/22/2006
	<b>LAST AMEND:</b>	06/14/2006
	<b>DISPOSITION:</b>	To Governor
	<b>LOCATION:</b>	To enrollment
	<b>SUMMARY:</b>	
	Relates to and extends the provisions of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. Permits a local agency formation commission to review and comment on the extension of services into previously unserved territory within the unincorporated areas and the creation of new service providers to extend urban type development into previously unserved areas to ensure that the proposed extension is consistent with the policies of the commission and certain policies under state law.	
	<b>STATUS:</b>	
	08/14/2006	In ASSEMBLY. ASSEMBLY concurred in SENATE amendments. To enrollment.
	<b>AUTHOR:</b>	Kehoe (D)
CA SB 53	<b>TITLE:</b>	Redevelopment
	<b>INTRODUCED:</b>	01/10/2005
	<b>LAST AMEND:</b>	08/07/2006
	<b>DISPOSITION:</b>	Pending
	<b>COMMITTEE:</b>	Assembly Appropriations Committee
	<b>HEARING:</b>	08/16/2006 9:00 am
	<b>COMMITTEE:</b>	Assembly Appropriations Committee
	<b>HEARING:</b>	08/17/2006



CA AB 2511

**AUTHOR:** Jones (D)  
**TITLE:** Land Use: Housing  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/23/2006  
**LAST AMEND:** 08/07/2006  
**DISPOSITION:** Pending  
**FILE:** 301  
**LOCATION:** Senate Third Reading File

**SUMMARY:**

Relates to the Planning and Zoning Law. Prohibits a local government agency from disapproving a housing development project or conditioning the approval of a housing development project in a manner that renders the project infeasible if the basis for the disapproval or conditional approval includes discrimination specified in the Planning and Zoning Law.

**STATUS:**

08/10/2006

In SENATE. Read second time. To third reading.

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SB 1689	<b>AUTHOR:</b>	Perata (D)
	<b>TITLE:</b>	Housing and Emergency Shelter Trust Fund Act
	<b>FISCAL COMMITTEE:</b>	no
	<b>URGENCY CLAUSE:</b>	yes
	<b>INTRODUCED:</b>	02/24/2006
	<b>ENACTED:</b>	05/17/2006
	<b>DISPOSITION:</b>	Enacted
	<b>LOCATION:</b>	Chaptered
	<b>CHAPTER:</b>	27
	<b>SUMMARY:</b>	
Enacts the Housing and Emergency Shelter Trust Fund Act of 2006. Authorizes the issuance of a specified amount of general obligation funds of which the proceeds will be used to finance various existing housing program, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. Establishes the Transit-Oriented Development Implementation Program to receive funding from the proceeds of the bond act.		
<b>STATUS:</b>		
05/17/2006		Signed by GOVERNOR.
05/17/2006		Chaptered by Secretary of State. Chapter No. 27

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SCA 7	<b>AUTHOR:</b>	Torlakson (D)
	<b>TITLE:</b>	Transportation Investment Fund
	<b>FISCAL COMMITTEE:</b>	yes
	<b>URGENCY CLAUSE:</b>	no
	<b>INTRODUCED:</b>	02/15/2005
	<b>ADOPTED:</b>	05/09/2006
	<b>DISPOSITION:</b>	Adopted
	<b>LOCATION:</b>	Chaptered
	<b>CHAPTER:</b>	49
	<b>SUMMARY:</b>	
Proposes an amendment to the Constitution to authorize a suspension, in whole or in part, of a transfer of motor vehicle fuel sales tax funds to the Transportation Investment Fund for a fiscal year under certain circumstances. Prohibits a suspension from occurring more than twice during a period of 10 consecutive fiscal years. Prohibits a suspension in any fiscal year in which a required repayment from a prior suspension has not been fully completed.		
<b>STATUS:</b>		
05/09/2006		Chaptered by Secretary of State.
05/09/2006		Resolution Chapter No. 49

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Exempts specified levee, highway and bridge retrofit projects from the California Environmental Quality Act. Provides for a master environmental impact report for a plan adopted by the Department of Transportation for improvements to segments of Highway 99 funded by specified bond funds. Consents the jurisdiction of federal courts to the surface transportation project delivery pilot program. Provides for a consolidated permit or approval for urgent levee repairs funded by specified bond funds.

**STATUS:**

05/19/2006

Signed by GOVERNOR.

05/19/2006

Chaptered by Secretary of State. Chapter No. 31

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CA AB 1467

**AUTHOR:**

Nunez (D)

**TITLE:**

Transportation Projects: Facilities: Partnerships

**FISCAL COMMITTEE:**

yes

**URGENCY CLAUSE:**

no

**INTRODUCED:**

02/22/2005

**ENACTED:**

05/19/2006

**DISPOSITION:**

Enacted

**LOCATION:**

Chaptered

**CHAPTER:**

32

**SUMMARY:**

Authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Authorizes regional transportation agencies to apply to develop and operate high-occupancy toll lanes. Limits the number of such projects.

**STATUS:**

05/19/2006

Signed by GOVERNOR.

05/19/2006

Chaptered by Secretary of State. Chapter No. 32

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CA SB 837

**AUTHOR:**

Dutton (R)

**TITLE:**

Alternative Protest Pilot Project

**FISCAL COMMITTEE:**

yes

**URGENCY CLAUSE:**

no

**INTRODUCED:**

02/22/2005

**ENACTED:**

09/22/2005

**DISPOSITION:**

Enacted

**LOCATION:**

Chaptered

**CHAPTER:**

272

**SUMMARY:**

Amends the Alternative Protest Pilot Project in connection with state agency acquisition of goods and services, including the acquisition of information technology goods and services. Deletes the repeal date and minimum contract attainment provisions required of the pilot project. Renames the project as the Alternative Protest Process. Requires the department to submit a report and recommendations regarding the process.

**STATUS:**

09/22/2005

Signed by GOVERNOR.

09/22/2005

Chaptered by Secretary of State. Chapter No. 272

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CA SB 1266

**AUTHOR:**

Perata (D)

**TITLE:**

Highway Safety, Traffic Reduction, Air Quality

**FISCAL COMMITTEE:**

no

**URGENCY CLAUSE:**

yes

**INTRODUCED:**

02/09/2006

**ENACTED:**

05/16/2006

**DISPOSITION:**

Enacted

**LOCATION:**

Chaptered

**CHAPTER:**

25

**SUMMARY:**

Enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Authorizes a specified amount of general obligation bonds for transportation corridor improvements, trade infrastructure and port security projects, schoolbus retrofit, transportation improvements, transit and rail improvements, state-local transportation projects, transit security, local bridge retrofit, highway-railroad grade and crossing projects, highway rehabilitation, local street and road improvements.

**STATUS:**

05/16/2006

Signed by GOVERNOR.

05/16/2006

Chaptered by Secretary of State. Chapter No. 25

**SUMMARY:**

Requires redevelopment plans to contain a description of the agency's program to acquire real property by eminent domain, including prohibitions, on the use of eminent domain, and a time limit for the commencement of eminent domain proceedings. Requires a redevelopment agency to find that significant blight remains in the project area and cannot be eliminated without the use of eminent domain before amending a redevelopment plan to extend the time limitation for commencement of proceedings.

**STATUS:**

08/07/2006

In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

**Subject:**

Transport

A SB 153

**AUTHOR:**

Chesbro (D)

**TITLE:**

Parks and Recreation

**FISCAL COMMITTEE:**

yes

**URGENCY CLAUSE:**

no

**INTRODUCED:**

02/08/2005

**LAST AMEND:**

06/19/2006

**DISPOSITION:**

Pending

**COMMITTEE:**

Assembly Appropriations Committee

**HEARING:**

08/16/2006 9:00 am

**COMMITTEE:**

Assembly Appropriations Committee

**HEARING:**

08/17/2006

**SUMMARY:**

Provides for the distribution of bonds funds from the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 for local assistance grants for neighborhood, community, and regional parks, and recreational lands and facilities. Creates the Challenged Rural Communities Program. Provides for the distribution of bond funds from the Housing and Emergency Shelter Trust Fund Act of 2006 for park creation, to encourage specified infill development.

**STATUS:**

08/10/2006

Re-referred to ASSEMBLY Committee on APPROPRIATIONS.

A SB 927

**AUTHOR:**

Lowenthal (D)

**TITLE:**

General Plans: Circulation and Transportation Elements

**FISCAL COMMITTEE:**

no

**URGENCY CLAUSE:**

no

**INTRODUCED:**

02/22/2005

**LAST AMEND:**

06/20/2006

**DISPOSITION:**

Pending

**FILE:**

92

**LOCATION:**

Assembly Third Reading File

**SUMMARY:**

Renames the circulation element the circulation and transportation element and make other technical and conforming changes to a general plan that includes a statement of development policies and, among other elements, a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.

**STATUS:**

08/10/2006

In ASSEMBLY. From Consent Calendar. To third reading.

**Subject:**

LandUse, Transport

CA SB 968

**AUTHOR:**

Torlakson (D)

**TITLE:**

Domestic Violence: Contra Costa County

**FISCAL COMMITTEE:**

no

**URGENCY CLAUSE:**

no

**INTRODUCED:**

02/22/2005

**LAST AMEND:**

08/14/2006

**DISPOSITION:**

Pending

**FILE:**

55

**LOCATION:**

Assembly Third Reading File

**SUMMARY:**

Deletes the repeal date of the provisions of existing law that authorizes the Board of Supervisors of Contra Costa County to increase fees for certified copies of marriage certificates, birth certificates, fetal death records, and death records, up to a maximum increase, and to annually increase these fees. Specifies that the purpose of the fee increase is to provide funding for governmental oversight and for

the coordination of domestic violence prevention, intervention, and prosecution efforts.

**STATUS:**

08/14/2006

In ASSEMBLY. Read third time and amended. To third reading.

**Position:**

League-Sup 04/11/2005

**Subject:**

Housing, LandUse

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S HR 336	<b>SPONSOR:</b>	Lynch (D)
	<b>TITLE:</b>	Public Works And Economic Development Act
	<b>INTRODUCED:</b>	01/25/2005
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Multiple Committees
	<b>SUMMARY:</b>	
	To amend the Public Works and Economic Development Act of 1965 to provide assistance to communities for the redevelopment of brownfield sites.	
	<b>STATUS:</b>	
	04/20/2005	In HOUSE Committee on INTERNATIONAL RELATIONS: Subcommittee on DOMESTIC AND INTERNATIONAL MONETARY POLICY TRADE AND TECHNOLOGY.

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JS HR 1237	<b>SPONSOR:</b>	Hart (R)
	<b>TITLE:</b>	Public Works and Economic Development Act
	<b>INTRODUCED:</b>	03/10/2005
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Multiple Committees
	<b>SUMMARY:</b>	
	To amend the Public Works and Economic Development Act of 1965 to provide assistance to communities for the redevelopment of brownfield sites.	
	<b>STATUS:</b>	
	04/15/2005	In HOUSE Committee on INTERNATIONAL RELATIONS: Subcommittee on DOMESTIC AND INTERNATIONAL MONETARY POLICY TRADE AND TECHNOLOGY.

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JS HR 3686	<b>SPONSOR:</b>	Gerlach (R)
	<b>TITLE:</b>	Local Land Use and Transportation Planning
	<b>INTRODUCED:</b>	09/07/2005
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	House Transportation & Infrastructure Committee
	<b>SUMMARY:</b>	
	Amends the United States Code to promote the integration of local land use planning and transportation planning.	
	<b>STATUS:</b>	
	09/08/2005	In HOUSE Committee on TRANSPORTATION & INFRASTRUCTURE: Referred to Subcmt on HIGHWAYS, TRANSIT and PIPELINES.

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Private file: Transportation

AB 372

**AUTHOR:** Nation (D)  
**TITLE:** Public Contracts: Transit Design-Build Contracts  
**FISCAL COMMITTEE:** no  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/11/2005  
**LAST AMEND:** 08/10/2006  
**DISPOSITION:** Pending  
**FILE:** 360  
**LOCATION:** Senate Third Reading File  
**SUMMARY:**

Extends existing law that allows transit operators to enter a design-build contract pursuant to certain procedures. Specifies that a transit operator should establish a labor compliance program only for such contracts and only if the operator does not have a program. Requires the operator to select the design-build entity for projects based on the lowest responsible bidder. Requires the preparation of certain documents. Expands the definition of a transit operator to include a consolidated agency.

**STATUS:**

08/14/2006 In SENATE. Read second time. To third reading.

A AB 1020

**AUTHOR:** Hancock (D)  
**TITLE:** Transportation Planning: Improved Travel Models  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/22/2005  
**LAST AMEND:** 08/09/2006  
**DISPOSITION:** Pending  
**COMMITTEE:** Senate Appropriations Committee  
**HEARING:** 08/17/2006  
**SUMMARY:**

Requires the Transportation Commission to adopt guidelines related to the travel demand models used in the development of regional transportation plans by regional transportation planning agencies. Requires a regional transportation planning agency for a region with a population of 800,000 or more to use those guidelines. Specifies certain policy choices that a travel demand model shall be capable of evaluating. Requires the Department of Transportation to assist the commission, on request, in this regard.

**STATUS:**

08/09/2006 From SENATE Committee on APPROPRIATIONS with author's amendments.  
08/09/2006 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

**Subject:** Transport

CA AB 1699

**AUTHOR:** Frommer (D)  
**TITLE:** Commuter And Intercity Passenger Trains  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/22/2005  
**LAST AMEND:** 08/07/2006  
**DISPOSITION:** Pending  
**COMMITTEE:** Senate Appropriations Committee  
**HEARING:** 08/17/2006  
**SUMMARY:**

Requires the Department of Transportation to contract with the Institute of Transportation Studies to conduct a study of the safety of push-pull commuter rail and intercity rail passenger operations, and would require the study to be submitted to the Legislature by June 1, 2008.

**STATUS:**

08/07/2006 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

08/07/2006 In SENATE Committee on APPROPRIATIONS: To Suspense File.

**Subject:** Transport

CA AB 1785

**AUTHOR:** Bermudez (D)  
**TITLE:** Grade Separation Projects  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 01/04/2006

**LAST AMEND:** 06/19/2006  
**DISPOSITION:** Pending  
**COMMITTEE:** Senate Appropriations Committee  
**HEARING:** 08/17/2006

**SUMMARY:**

Increases the amount required to be budgeted for allocation to specified grade separation projects by the Department of Transportation.

**STATUS:**

08/07/2006 In SENATE Committee on APPROPRIATIONS: To Suspense File.  
**Position:** CALCOG-Opp

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AB 1879

**AUTHOR:** Lieber (D)  
**TITLE:** Board of Parole Hearings  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 01/19/2006  
**LAST AMEND:** 08/07/2006  
**DISPOSITION:** Pending  
**FILE:** 267  
**LOCATION:** Senate Third Reading File  
**SUMMARY:**

Relates to existing law that provides that commissioners and deputy commissioners appointed to the Board of Parole Hearings must have specified backgrounds and an interest in and ability to appraise and evaluate a person for rehabilitation. Declares legislative intent that the administration recruit people for the position of Commissioner of the Board of Parole Hearings from a diverse group of qualified applicants, including people from specified professions.

**STATUS:**

08/10/2006 In SENATE. Read second time. To third reading.

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AB 2295

**AUTHOR:** Arambula (D)  
**TITLE:** Transportation Capital Improvement Projects  
**INTRODUCED:** 02/22/2006  
**DISPOSITION:** Pending  
**FILE:** 116  
**LOCATION:** Senate Third Reading File  
**SUMMARY:**

States that local road rehabilitation projects are eligible for funds allocated for transportation capital improvement funds.

**STATUS:**

06/22/2006 In SENATE. Read second time. To third reading.  
**Position:** CALCOG-Sup, CSAC-Sup

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CA AB 2361

**AUTHOR:** Huff (R)  
**TITLE:** Transportation: Federal Funds: Border Infrastructure  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/23/2006  
**LAST AMEND:** 03/28/2006  
**DISPOSITION:** Pending  
**LOCATION:** Assembly Appropriations Committee  
**SUMMARY:**

Exempts federal funds derived from apportionments made to the state under the coordinated border infrastructure program from being subject to the funding distribution and fair share formulas. Requires these funds to be programmed by the Transportation Commission through a competitive grant program separate from the state transportation improvement program in a manner consistent with federal law.

**STATUS:**

04/17/2006 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS.

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CA AB 2538

**AUTHOR:** Wolk (D)  
**TITLE:** Transportation Funds  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/23/2006  
**LAST AMEND:** 05/26/2006  
**DISPOSITION:** Pending

**COMMITTEE:** Senate Appropriations Committee  
**HEARING:** 08/17/2006  
**SUMMARY:**

Authorizes each transportation planning agency or county transportation commission to request and receive up to 5% of federal metropolitan planning funds for the purposes of project planning, programming, and monitoring. Changes references to regional improvement funds to instead refer to county share.

**STATUS:**  
08/07/2006 In SENATE Committee on APPROPRIATIONS: To Suspense File.

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AB 2600

**AUTHOR:** Lieu (D)  
**TITLE:** Vehicles: HOV Lanes  
**INTRODUCED:** 02/24/2006  
**LAST AMEND:** 08/07/2006  
**DISPOSITION:** Pending  
**FILE:** 234  
**LOCATION:** Senate Third Reading File  
**SUMMARY:**

Extends the provisions of existing law that requires the Department of Motor Vehicles to make available for issuance, distinctive decals, labels, and other identifiers for a vehicle that meets super ultra-low emission vehicle standard for exhaust emissions and the federal inherently low-emission vehicle (ILEV) evaporate emission standard, and vehicles produced during the 2004 model year or earlier that meet the ultra-low emission vehicle standard for exhaustive emissions and the ILEV standards.

**STATUS:**  
08/10/2006 In SENATE. Read second time. To third reading.  
**Position:** CALCOG-Opp

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A AB 2896

**AUTHOR:** Karnette (D)  
**TITLE:** Commercial Transportation Development Council  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/24/2006  
**LAST AMEND:** 06/21/2006  
**DISPOSITION:** Pending  
**COMMITTEE:** Senate Appropriations Committee  
**HEARING:** 08/17/2006  
**SUMMARY:**

Creates the Commercial Transportation Development Council to review and collect data and to provide advice concerning the needs of commercial transportation in the state.

**STATUS:**  
08/07/2006 In SENATE Committee on APPROPRIATIONS: To Suspense File.

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CA SB 760

**AUTHOR:** Lowenthal (D)  
**TITLE:** Ports: Congestion Relief: Security Enhancement  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/22/2005  
**LAST AMEND:** 05/27/2005  
**DISPOSITION:** Pending - Carryover  
**COMMITTEE:** Assembly Appropriations Committee  
**HEARING:** 08/16/2006 9:00 am  
**COMMITTEE:** Assembly Appropriations Committee  
**HEARING:** 08/17/2006  
**SUMMARY:**

Imposes on each shipping container processed in the Port of Los Angeles or the Port of Long Beach a fee of \$30 per twenty-foot equivalent unit, payable by the marine terminal operator processing the container to the port where the marine terminal is located. Requires each port to retain 1/3 of the funds derived from imposition of the fee and transmit the remaining 2/3 in the amount of 1/2 due to the Port Congestion Relief Trust Fund and 1/2 to the South Coast Air Quality Management District.

**STATUS:**  
06/27/2005 From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS.  
**Position:** SCAG-Watch 05/05/2005  
**Subject:** Transport

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CA SB 1161

**AUTHOR:** Alarcon (D)



**TITLE:** State Highways: Design-Sequencing Contracts  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 01/10/2006  
**LAST AMEND:** 06/21/2006  
**DISPOSITION:** Pending  
**COMMITTEE:** Assembly Appropriations Committee  
**HEARING:** 08/17/2006  
**SUMMARY:**

Relates to existing law authorizing the Department of Transportation, to conduct a pilot project to award design-sequencing contracts for the design and construction of not more than 12 transportation projects. Authorizes the department to award contracts for projects using the design-sequencing contract method, certain requirements are met. Requires the department to continue the use of a peer review committee to assist in preparing an annual report on the outcome of the design-sequencing contracts.

**STATUS:**  
08/09/2006 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

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CA SB 1237

**AUTHOR:** Maldonado (R)  
**TITLE:** Vehicles: Combination Length  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/06/2006  
**LAST AMEND:** 08/07/2006  
**DISPOSITION:** Pending  
**FILE:** 105  
**LOCATION:** Assembly Third Reading File  
**SUMMARY:**

Requires the Highway Patrol to study exceptions to prohibition of certain combinations of vehicles from exceeding a total length of 65 feet. Requires the combination of vehicles, in order to qualify for exception, to not exceed 50 mph when operating on the highway, to complete a commercial vehicle safety alliance inspection by the Highway Patrol, and to operate on the highways only after the development of safe routing techniques. Limits exceptions to Santa Barbara and San Luis Obispo counties.

**STATUS:**  
08/14/2006 In ASSEMBLY. Read second time. To third reading.

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CA SB 1282

**AUTHOR:** Ducheny (D)  
**TITLE:** Transportation: Federal Funds: Border Infrastructure  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** yes  
**INTRODUCED:** 02/14/2006  
**LAST AMEND:** 05/02/2006  
**DISPOSITION:** Pending  
**COMMITTEE:** Assembly Appropriations Committee  
**HEARING:** 08/17/2006  
**SUMMARY:**

Requires federal funds apportioned to the state under the coordinated border infrastructure program of the Safe, Accountable Flexible, Efficient Transportation Equity act: a Legacy for Users (SAFETEA-LU) to be programmed, allocated and expended in the same manner as other federal transportation capital funds in the state transportation improvement program. Authorizes use of funds for projects in Mexico.

**STATUS:**  
08/09/2006 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

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CA SB 1384

**AUTHOR:** Kuehl (D)  
**TITLE:** Los Angeles-Exposition Metro Line Light Rail Project  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/21/2006  
**LAST AMEND:** 08/07/2006  
**DISPOSITION:** Pending  
**COMMITTEE:** Assembly Appropriations Committee  
**HEARING:** 08/17/2006  
**SUMMARY:**

Requires the Exposition Metro Line Construction Authority, upon allocation of federal and local funds by the LACMTA, to conduct environmental studies in addition to the financial studies and the planning and

engineering necessary for the completion of the Los Angeles-Exposition Metro Line light rail project. Revises the provisions requiring the LACMTA to enter into an agreement with the construction authority to hold in trust certain property and assets. Relates to appointments to the authority.

**STATUS:**

08/09/2006

In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

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SB 1436

**AUTHOR:** Figueroa (D)

**TITLE:** Small Business: State Agency Information

**FISCAL COMMITTEE:** yes

**URGENCY CLAUSE:** no

**INTRODUCED:** 02/22/2006

**LAST AMEND:** 05/02/2006

**DISPOSITION:** Pending

**FILE:** 147

**LOCATION:** Assembly Consent Calendar - First Legislative Day

**SUMMARY:**

Requires the Department of Technology Services to create a link to state agency Web sites at the State of California Internet portal specifically for the use of small businesses in accessing information regarding startup requirements and regulatory compliance to the particular business. Requires each agency that significantly regulates small business or significantly impacts small business, to designate at least one individual who shall serve as a small business liaison for the agency.

**STATUS:**

08/14/2006

In ASSEMBLY. Read second time. To Consent Calendar.

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SB 1587

**AUTHOR:** Lowenthal (D)

**TITLE:** Transportation Planning: Highway Safety: Funds

**FISCAL COMMITTEE:** yes

**URGENCY CLAUSE:** no

**INTRODUCED:** 02/24/2006

**LAST AMEND:** 06/21/2006

**DISPOSITION:** Pending

**COMMITTEE:** Assembly Appropriations Committee

**HEARING:** 08/17/2006

**SUMMARY:**

Requires a transportation planning agency to submit an updated regional transportation plan every 4 years, except that a transportation planning agency located in a federally designated air quality attainment area or that does not contain an urbanized area could, at its option, submit an updated plan every 5 years. Requires the providing of specified apportionments of congestion mitigation and air quality program funds for certain fiscal years for the Monterey Bay and Santa Barbara regions.

**STATUS:**

06/28/2006

In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

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CA SB 1687

**AUTHOR:** Murray (D)

**TITLE:** L.A. County Metropolitan Transportation Authority

**INTRODUCED:** 02/24/2006

**DISPOSITION:** Pending

**COMMITTEE:** Assembly Appropriations Committee

**HEARING:** 08/17/2006

**SUMMARY:**

Authorizes the Los Angeles County Metropolitan Transportation Authority to impose the tax subject to voter approval and other requirements. Extends the completion date for two of the projects, the Metro Center Connector and the Metro Red Line Extension to Fairfax Avenue.

**STATUS:**

06/28/2006

In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

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CA SB 1703

**AUTHOR:** Lowenthal (D)

**TITLE:** State Transportation Commission

**INTRODUCED:** 02/24/2006

**LAST AMEND:** 08/07/2006

**DISPOSITION:** Pending

**FILE:** 86

**LOCATION:** Senate Unfinished Business

**SUMMARY:**

Relates to the State Transportation Commission. Provides for members appointed by the Governor, appointed by the Senate Committee on Rules, and appointed by the Speaker of the Assembly, plus the ex officio nonvoting legislative members.

**STATUS:**

08/14/2006

In ASSEMBLY. Read second time. To third reading.

08/14/2006

In ASSEMBLY. Read third time. Passed ASSEMBLY. \*\*\*\*\*To SENATE for concurrence.

A SCA 7

**AUTHOR:** Torlakson (D)  
**TITLE:** Transportation Investment Fund  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/15/2005  
**ADOPTED:** 05/09/2006  
**DISPOSITION:** Adopted  
**LOCATION:** Chaptered  
**CHAPTER:** 49  
**SUMMARY:**

Proposes an amendment to the Constitution to authorize a suspension, in whole or in part, of a transfer of motor vehicle fuel sales tax funds to the Transportation Investment Fund for a fiscal year under certain circumstances. Prohibits a suspension from occurring more than twice during a period of 10 consecutive fiscal years. Prohibits a suspension in any fiscal year in which a required repayment from a prior suspension has not been fully completed.

**STATUS:**

05/09/2006

Chaptered by Secretary of State.

05/09/2006

Resolution Chapter No. 49

**Subject:**

Revenue/Bond, Transport

JS HR 3

**SPONSOR:** Young D (R)  
**TITLE:** Highway Program Funds  
**INTRODUCED:** 02/09/2005  
**ENACTED:** 08/10/2005  
**DISPOSITION:** Enacted  
**LOCATION:** Chaptered  
**CHAPTER #:** 109-59  
**SUMMARY:**

Creates the Safe, Accountable, Flexible, Efficient Transportation Equity Act; authorizes funds for Federal-aid highways, highway safety programs, and transit programs.

**STATUS:**

09/01/2005

Public Law No. 109-59

US HR 113

**SPONSOR:** Kennedy M (R)  
**TITLE:** Gasohol Reduced Tax Rate  
**INTRODUCED:** 01/04/2005  
**DISPOSITION:** Pending  
**LOCATION:** House Transportation & Infrastructure Committee  
**SUMMARY:**

Requires the Secretary of Transportation, in computing the estimated tax payments attributed to highway users for purposes of title 23, United States Code, to take into account the replacement of the reduced rates of tax on gasohol with an excise tax credit.

**STATUS:**

01/05/2005

In HOUSE Committee on TRANSPORTATION &amp; INFRASTRUCTURE: Referred to Subcmt on HIGHWAYS, TRANSIT and PIPELINES.

US HR 996

**SPONSOR:** Thomas (R)  
**TITLE:** Highway Related Taxes  
**INTRODUCED:** 03/01/2005  
**DISPOSITION:** Pending  
**LOCATION:** HOUSE  
**SUMMARY:**

Provides for the extension of highway related taxes and trust funds.

**STATUS:**

03/08/2005

From HOUSE Committee on WAYS AND MEANS: Reported as amended.

US HR 2649

**SPONSOR:** Markey (D)  
**TITLE:** Aviation Security  
**INTRODUCED:** 05/26/2005  
**DISPOSITION:** Pending  
**LOCATION:** Multiple Committees

Private file: Transit

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AB 372	<b>AUTHOR:</b>	Nation (D)
	<b>TITLE:</b>	Public Contracts: Transit Design-Build Contracts
	<b>FISCAL COMMITTEE:</b>	no
	<b>URGENCY CLAUSE:</b>	no
	<b>INTRODUCED:</b>	02/11/2005
	<b>LAST AMEND:</b>	08/10/2006
	<b>DISPOSITION:</b>	Pending
	<b>FILE:</b>	360
	<b>LOCATION:</b>	Senate Third Reading File
	<b>SUMMARY:</b>	
		Extends existing law that allows transit operators to enter a design-build contract pursuant to certain procedures. Specifies that a transit operator should establish a labor compliance program only for such contracts and only if the operator does not have a program. Requires the operator to select the design-build entity for projects based on the lowest responsible bidder. Requires the preparation of certain documents. Expands the definition of a transit operator to include a consolidated agency.
	<b>STATUS:</b>	
	08/14/2006	In SENATE. Read second time. To third reading.

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HR 52	<b>SPONSOR:</b>	Capito (R)
	<b>TITLE:</b>	Rail and Mass Transportation
	<b>INTRODUCED:</b>	01/04/2005
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	House Judiciary Committee
	<b>SUMMARY:</b>	
		Amends title 18, United States Code, to further protect rail and mass transportation, and for other purposes.
	<b>STATUS:</b>	
	03/02/2005	In HOUSE Committee on JUDICIARY: Referred to Subcommittee on CRIME, TERRORISM AND HOMELAND SECURITY.

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HR 153	<b>SPONSOR:</b>	Menendez (D)
	<b>TITLE:</b>	Rail and Public Transportation Security
	<b>INTRODUCED:</b>	01/04/2005
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Multiple Committees
	<b>SUMMARY:</b>	
		Provides increased rail and public transportation security.
	<b>STATUS:</b>	
	01/05/2006	In HOUSE Committee on TRANSPORTATION & INFRASTRUCTURE: Referred to Subcmt on RAILROADS.
	01/05/2006	In HOUSE Committee on TRANSPORTATION & INFRASTRUCTURE: Referred to Subcmt on HIGHWAYS, TRANSIT and PIPELINES.

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**SUMMARY:**

Strengthens aviation security.

**STATUS:**

06/06/2005

In HOUSE Committee on HOMELAND SECURITY: Referred to Sub cmt. on ECONOMIC SECURITY, INFRASTRUCTURE PROTECTION, CYBERSECURITY.

US HR 4071

**SPONSOR:**

Flake (R)

**TITLE:**

Transportation Spending Accountability and Flexibility

**INTRODUCED:**

10/18/2005

**DISPOSITION:**

Pending

**LOCATION:**

House Transportation &amp; Infrastructure Committee

**SUMMARY:**

Creates the Accountability and Flexibility Associated with Spending on Transportation Act of 2005; relates to fund control to states for specified transportation related project; provides for the rescinding of federal transportation funds from states beginning September 30, 2006;.

**STATUS:**

10/19/2005

In HOUSE Committee on TRANSPORTATION &amp; INFRASTRUCTURE: Referred to Subcmt on HIGHWAYS, TRANSIT and PIPELINES.

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# MEMO

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**DATE:** August 23, 2006  
**TO:** Regional Council  
**FROM:** Jim Gosnell  
**SUBJECT:** Shanghai Maglev Delegation Report

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## **SUMMARY:**

Attached is a report of the Shanghai Maglev trip which took place July 17-19, 2006. Included are the participants, the itinerary, and who we met, and a brief summary of information received.

## Shanghai Maglev Delegation Summary

Monday, July 17, 2006 – Wednesday, July 19, 2006

### Delegates:

#### County of Los Angeles

Yvonne B. Burke – Los Angeles County Supervisor – 2<sup>nd</sup> District

#### City of Los Angeles

Bernard C. Parks – Councilmember, City of Los Angeles – 8<sup>th</sup> District

Bill Rosendahl – Councilmember, City of Los Angeles – 11<sup>th</sup> District

Greig Smith – Councilmember, City of Los Angeles – 12<sup>th</sup> District

Gerry F. Miller – Chief Legislative Analyst, City of Los Angeles

#### City of Torrance

Paul Nowatka – Mayor Pro Tem, City of Torrance

#### City of West Covina

Steve Herfert – Mayor, City of West Covina

Mike Touhey – Mayor Pro Tem, City of West Covina

#### City of San Gabriel

Harry Baldwin – Councilmember, City of San Gabriel

#### City of Ontario

Alan D. Wapner – Mayor Pro Tem, Ontario

#### Pechanga Tribe

John Palinkas – Pechanga Tribe of Luiseño Indians

### Staff:

Jim Gosnell, Deputy Executive Director

### Others:

Walter Buss, President – Transrapid USA

David Chow, Director – IBI Group

Chris Robert, Principal – The Robert Group

Laura Muna-Landa, Senior Associate – Arellano Associates

### Highlights of Delegation Activities

- Tour and general overview of City of Shanghai, China
- Understanding of the magnitude and scale of urban planning in Shanghai

- Meeting with Deputy Secretary General of Shanghai, Shen Jun and other city officials
- Meeting with Commander Wu, Director of the Shanghai Maglev Transportation Engineering R&D Center in charge of the design and construction of the Shanghai Maglev System. Prior to the maglev project, Commander Wu was the Project Director for the design and construction of the Pudong International Airport.
- Understanding of the Chinese application of the maglev technology
- Understanding of the future extension plans for the Shanghai system

### **Sunday, July 16**

Arrival in Shanghai, China and first hand experience of riding maglev as a regular airport passenger.

### **Monday, July 17**

Organized tours of the City of Shanghai for an understanding of the urban planning context, cultural history, and scale of development currently undergoing in Shanghai. Highlights include:

- Jin Mao Building, tallest building in China, third tallest in the world
- Huangpu river tour
- Jade Buddha Temple, a key cultural and architectural edifice
- Visit to the Bund, European colony within Shanghai which has been maintained through the cultural revolution.

### **Tuesday, July 18**

Visit to the Shanghai Urban Planning Exhibition Center and meeting with the Deputy Secretary General of Shanghai, Shen Jun and Deputy Director of the Shanghai Urban Planning Administration Bureau, Wu Jiang.

### ***Topics of Discussion with Deputy Secretary General***

- Reason for technology selection for Shanghai, China
  - High/next generation technology and availability
  - High Speed/Ride Comfort
- Overview of existing maglev system



- 19 mile, double-track project connecting Shanghai to the new Pudong International Airport
  - World's first commercial application of high-speed maglev.
  - Peak operating speed of 267 mph, each one-way trip has a duration of less than eight minutes.
  - System has been operating in revenue service seven days per week since 2003 and has seen more than 7.5 million passengers to date
- Two year schedule for the planning design, and construction of the starter system from conception to opening day.
- The current termination of the starter system at Long Yang Road was designed to allow intermodal transfer to the City's subway station.
- The system is now in the planning stages for an extension to connect Shanghai to Hangzhou in the south
  - The system will extend approximately 110 miles with a speed of approximately 280 mph and 40 minutes travel time.
  - Stops will include the 2010 World Expo site, the Shanghai South Railway Station, the Shanghai Hongqiao International Airport – (fulfilling an airport connector role), the City of Jiaxing and the City of Hangzhou
- The plan is to have the system operational in time for the 2010 World's Expo in Shanghai.
- The extension will allow more Chinese development of maglev components based on the German TRI technology.
- This will include the development of vehicle bodies, stator packs, and certain control system components.
- Additional refinements to be conducted by the Chinese will include
  - Guideway structures
  - Vehicle bodies to increase aerodynamic performance and decrease air friction noise
- Summary of the cost to build the Shanghai system was shared but is not directly applicable for US cost comparisons due to base material and labor cost differences.
- Exchange of Delegation Gifts and Photo Opportunity

### *Visit with Shanghai Urban Planning Exhibition Center*

- Summary presentation on the current and future City of Shanghai using a scale model with a focus on existing and future developments in the City
- Computer simulation tour of the key infrastructure to be built in the City within the next 10 years including airport expansion, elevated freeway systems, transit enhancements, significant buildings and maglev extension.
- Hosted discussion with question and answer session on the development plans for the City of Shanghai.

### **Wednesday, July 19**

Focus day on the Shanghai maglev system. The maglev system tour consisted of the following key events:

- Presentation and meeting with Commander Wu and key technical staff
- Travel to Long Yang Road (LYR) maglev station exhibition hall and operation control center visit
- Visit maglev station at LYR
- Maglev ride LYR–Pudong International Airport (PIA)
- Visit maglev station at PIA
- Maglev ride PIA–LYR
- Drive along the maglev guideway and stop-off to experience maglev “fly-by” at 150 mph and 250 mph.

### *Topics of Presentation by Commander Wu*

- Overview of Maglev system
- Technology of Maglev system
- Safety of Maglev system
  - Chinese and German officials conducted numerous safety tests by rigorously testing the construction and assembly of the guideway, electromagnetic system and vehicle control system, as well as the safety measures, emergency management system, passenger service system and environmental impact, etc. during the safety test period. The result was the compilation of 300 documents assessed by safety experts. They came to the main conclusion that the maglev system developed in Germany and mutually completed

by German and Chinese engineers had attained full technical maturity and was not only completely functional, reliable, and safe in every situation, but also capable of competing economically with all existing high-speed steel-wheel transit systems.

*Presentation by David Chow*

- Overview of SCAG Initial Operating Segment (IOS), maglev system proposed in Southern California
- Proposed alignment route and design
- Station concepts
- Schedule for deployment and next steps


Thursday, July 20

Travel back to United States

# REPORT

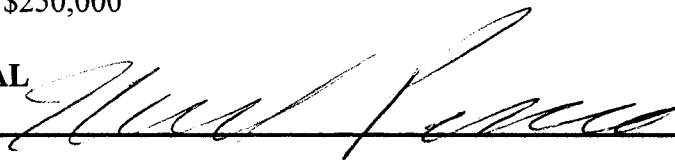
**DATE:** July 27, 2006

**TO:** Executive Committee  
Regional Council

**FROM:** Wayne Moore, CFO (213) 236-1804  
Email: moore@scag.ca.gov 

**SUBJECT:** Approval of Contracts Over \$250,000

## EXECUTIVE DIRECTOR'S APPROVAL



## RECOMMENDED ACTION:

Approve Contracts

## SUMMARY:

- The following contract is recommended for approval:

Sapphire Technologies	Total Contract Value	NTE \$285,500.00
-----------------------	----------------------	------------------

Cerrell Associates	Total Contract Value	NTE \$497,872.00
--------------------	----------------------	------------------

## FISCAL IMPACT:

The Work Element is listed on the detail page for each contract. Included is the Work Element and category of funding, for example FHWA, FTA, indirect.

**If a member believes or has a reason to believe that he or she has a financial interest in any of the firms listed on this Report, the member should consult with SCAG legal counsel.**

## **CONSULTANT CONTRACT**

**Consultant:** Sapphire Technologies

**Scope:** The Consultant will provide temporary staffing created by vacancies or short-term peak workload needs. Temporary staffing services would be for the area of information technology, such as SAP programming, Web Application development, help desk activities, system implementation, or systems analysis.

**Contract Amount:**      **Total not to exceed**      **\$285,000**  
Sapphire Technologies      \$285,000

**Contract Period:** July 1, 2006 through June 30, 2007

**Work Element:**      07-XXX.XXXX      \$285,000      Funding Sources: Indirect  
Overhead and other funding  
sources depending on area of  
need.

**Request for Proposal:** Not Applicable – The State of California, Department of General Services, Procurement Division, in accordance with Public Contract Code (PCC) Sections 10290 et seq. and Section 12101.5, establishes contracts from the federal General Services Administration (GSA) multiple award schedule program for various products and services. As a governmental agency, SCAG is able to take advantage of the California Multiple Award Schedule (CMAS) contract that Sapphire Technologies has with the State of California, without SCAG having to solicit bids.

**Selection Process:** CMAS

**Basis for Selection:** Sapphire Technologies is a qualified CMAS contractor.

## CONSULTANT CONTRACT

**Consultant:** Cerrell Associates

**Scope:** The Consultant will provide public communications, media relations and public affairs services to the Southern California Association of Governments. The Consultant will be responsible for providing strategic counseling and coordinating and implementing communications outreach to and among Regional Council members and other stakeholder organizations. In addition, the Consultant will provide public outreach and media relations' support in connection with SCAG's regional programs, policies, plans and activities, and develop and enhance materials to assist SCAG in communicating on a regular basis with a variety of audiences. This is a 24-month contract (12-month base period plus an option to renew for an additional 12 months).

<b>Contract Amount:</b>	<b><i>Total not to exceed (24 months)</i></b>	<b>\$497,873</b>
	(12 month base year with a 12 month option year)	
	Cerrell Associates (prime)	\$477,873
	John Husing (subcontractor)	\$ 20,000

**Contract Period:** Notice-to-Proceed through June 30, 2008

<b>Work Element:</b>	07-810.SCGC1	\$250,000	Funding Source: Indirect Overhead
	08-810.SCGC1	\$250,000	Funding Source: Indirect Overhead – subject to approval of SCAG's FY 07-08 budget

**Request for Proposal:** SCAG staff notified 131 pre-qualified firms of the release of RFP No. 07-004. The following two proposals were received in response to the solicitation:

Cerrell Associates (1 subcontractor)	\$497,872
Valencia, Perez & Echeveste (2 subcontractors)	\$486,000

**Selection Process:** The Proposal Review Committee (PRC) evaluated two proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with both offerors.

The PRC was comprised of the following individuals:

Councilmember Debbie Cook, City of Huntington Beach, SCAG  
Regional Council Member  
Councilmember Lee Ann Garcia, City of Grand Terrace, SCAG  
Regional Council Member  
James McCarthy, Chief, Office of Regional Planning, Caltrans  
District 7  
Francisco Oaxaca, Manager of Media and External Communications,  
Metrolink  
Cheryl Collier, Communications Supervisor, SCAG

**Basis for Selection:**

The PRC recommends Cerrell Associates for the contract award because of Cerrell's comprehensive approach to public communications, extensive knowledge of SCAG, its operations, subregional efforts, thorough responses to the questions posed during the interview, and solid past performance record. Cerrell Associates received higher evaluation scores on both the written proposal as well as on the interviews. The Cerrell team demonstrated a cohesive team effort, presented an impressive powerpoint presentation, identified the key challenges facing the organization and the communication areas most in need of enhancements and added subcontractor John Husing to the team to support SCAG's on-going goods movement efforts.

# REPORT

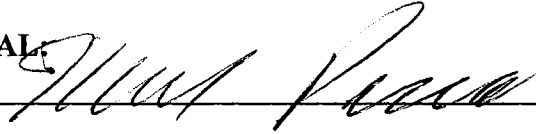
**DATE:** July 27, 2006

**TO:** Executive Committee

**FROM:** Philip Law, Senior Regional Planner Specialist, 213-236-1841, law@scag.ca.gov  
Naresh Amatya, Transportation Program Manager, 213-236-1885, amatya@scag.ca.gov

**SUBJECT:** Approval of 2004 Regional Transportation Plan (RTP) Amendment

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Adopt Resolution No. 07-477-1 approving the proposed 2004 RTP Amendment and associated conformity determination.

**SUMMARY:**

On July 6, 2006, the Regional Council delegated authority to the Executive Committee to adopt the final 2004 RTP Amendment. The Amendment proposes to add a bus rapid transit project, called sbX, to San Bernardino County. SCAG staff has determined that the RTP, if amended, would continue to meet the conformity requirements, including emissions analysis and financial constraint. The Amendment has undergone the necessary public outreach process, and SCAG has received four public comments. However, the comments do not pertain specifically to the sbX project. The comments are summarized on pages 20 and 21 of the attached Amendment document.

**BACKGROUND:**

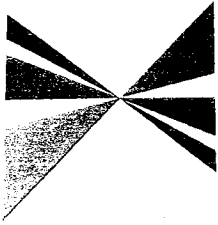
Omnitrans has requested that SCAG amend the 2004 RTP to add a bus rapid transit project, called sbX for San Bernardino Express, to San Bernardino County. The sbX project is ready to advance to the project development phase, but will not receive approval to do so from the Federal Transit Administration until the project is included in the RTP. The sbX project is not currently included in the 2004 RTP. SCAG staff has determined that the RTP, if amended, would continue to meet the conformity requirements, including emissions analysis and financial constraint. The sbX project is also included in the Draft 2006 RTIP.

On June 1, 2006, the TCC released the Draft 2004 RTP Amendment for a 30-day public review and comment period. The Notice of Availability and the Draft Amendment document were made available at major libraries across the region and also at the SCAG web page, [www.scag.ca.gov](http://www.scag.ca.gov), under "What's New". A public hearing was held at SCAG on July 6, 2006 from 9 a.m. to 10 a.m. The public comment period closed at 5 p.m. July 7, 2006.

**FISCAL IMPACT:**

Funds for RTP development are included in the FY 05/06 and FY 06/07 Overall Work Program.




**ASSOCIATION OF  
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**Orange County:** Chris Norby, Orange County • Christine Barnes, La Palma • John Beauman, Brea • Lou Boie, Justin • Art Brown, Buena Park • Richard Chaery, Anaheim • Debbie Cook, Huntington Beach • Leslie Daigle, Newport Beach • Richard Dixon, Lake Forest • Paul Glaab, Laguna Hills • Marilyn Poe, Los Alamitos

**Riverside County:** Jeff Stone, Riverside County • Thomas Bucklew, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

**San Bernardino County:** Gary Drift, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McAllion, Highland • Deborah Robertson, Rialto • Alan Warner, Ontario

**Ventura County:** Judy Mikels, Ventura County • Glen Ricketts, Santa Valley • Carl Morehouse, San Buenaventura • Tom Young, Port Huemene

**Orange County Transportation Authority:** Lou Correa, County of Orange

**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Keith Millhouse, Moorpark

**RESOLUTION No. 07-477-1**

**RESOLUTION OF  
THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
TO ADOPT THE 2004 REGIONAL TRANSPORTATION PLAN AMENDMENT  
IN ACCORDANCE WITH STATE AND FEDERAL REQUIREMENTS**

**WHEREAS**, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to Section 6502 et seq. of the California Government Code;

**WHEREAS**, SCAG is the designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(d) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange, and Imperial, and as such is responsible for preparing the Regional Transportation Plan (RTP) pursuant to 23 U.S.C. §134 et seq., 49 U.S.C. §5303 et seq., and 23 C.F.R. §450.312;

**WHEREAS**, SCAG is the designated Regional Transportation Planning Agency (RTPA) under state law, and as such is responsible for preparing, adopting and updating the RTP pursuant to Government Code Sections 65080 et seq.;

**WHEREAS**, the projects included in the RTP must be based on the continuing, cooperative, and comprehensive transportation planning process mandated by 23 U.S.C. §134(c)(3) and 23 C.F.R. §450.312;

**WHEREAS**, pursuant to 23 C.F.R. §450.316(b)(1)(iv), SCAG must provide adequate public notice of public involvement activities and time for public review and comment at key decision points, including approval of plans and transportation improvement programs (the applicable comment period shall be at least 30 days for the plan, transportation improvement program and major amendment(s));

**WHEREAS**, Section 130252(a) of the California Public Utilities Code prohibits county transportation commissions from approving any plan proposed for the design, construction, and implementation of public mass transit systems or projects, including federal-aid and state highway projects, which do not conform to the adopted Regional Transportation Plan;

**WHEREAS**, on April 1, 2004, SCAG approved and adopted the 2004 Regional Transportation Plan (2004 RTP);

**WHEREAS**, on June 7, 2004 the federal agencies found that the 2004 RTP conforms to the applicable state implementation plan;

**WHEREAS**, on February 2, 2006, SCAG approved and adopted an Amendment to the 2004 RTP to replace the CenterLine and Yorba Linda Metrolink Station Transportation Control Measures (TCMs) with four substitute TCMs and to revise the scope of the Foothill Transportation-Corridor South/SR-241 toll road project;

Resolution #07-477-1

Page 1

**WHEREAS**, on April 17, 2006, Omnitrans requested that SCAG amend the 2004 RTP to add the sbX E Street bus rapid transit project;

**WHEREAS**, specifically, the 2004 RTP Amendment would add bus rapid transit service along a 16-mile corridor from the city of San Bernardino to the city of Loma Linda, serving 16 stops along the E Street Transit Corridor including California State University at San Bernardino in the north and Loma Linda University Medical Center and the VA Hospital in the south;

**WHEREAS**, on February 28, 2006 and May 23, 2006, the proposed sbX project was discussed at the Transportation Conformity Working Group, SCAG's forum to support interagency coordination to help improve air quality and maintain transportation conformity in Southern California;

**WHEREAS**, on or about June 1, 2006, SCAG staff prepared the "Draft 2004 Regional Transportation Plan Amendment," including the staff findings, in order to address the project addition requested by Omnitrans;

**WHEREAS**, on June 1, 2006, the Draft 2004 RTP Amendment was presented to SCAG's Transportation and Communications Committee (TCC), and the TCC approved the release the Draft 2004 RTP Amendment for a 30-day public review and comment period;

**WHEREAS**, a Notice of Availability and Public Hearing was posted on the SCAG website at [www.scag.ca.gov](http://www.scag.ca.gov) on June 1, 2006 and published in major newspapers in the six-county region, the Draft 2004 RTP Amendment was made available on the SCAG website, and copies were provided for review at SCAG and at public libraries throughout the region;

**WHEREAS**, a public hearing for the Draft 2004 RTP Amendment was held at SCAG on July 6, 2006;

**WHEREAS**, SCAG received four written comments on the Draft 2004 RTP Amendment and has responded to those comments, and the comments along with responses are summarized in the Final 2004 RTP Amendment;

**WHEREAS**, on July 6, 2006, the TCC recommended, and the Regional Council approved, the delegation of authority to the Executive Committee to adopt the Final 2004 RTP Amendment;

**WHEREAS**, amendments to the RTP must be consistent with the December 1999 RTP Guidelines and 2003 Supplement to the RTP Guidelines prepared by the California Transportation Commission;

**WHEREAS**, the 2004 RTP Amendment must be consistent with all other applicable provisions of federal and state law including:

(1) 23 U.S.C. §134 et seq.;

- (2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C;
- (3) Government Code §65080 et seq.;
- (4) §§174 and 176(c) and (d) of the Federal Clean Air Act [42 U.S.C. §§7504 and 7506(c) and (d)];
- (5) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to 23 U.S.C. §324;
- (6) The Department of Transportation's Final Environmental Justice Strategy (60 Fed. Reg. 33896 (June 29, 1995)) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment; and
- (7) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. §§12101 et seq.) and accompanying regulations at 49 C.F.R. §27, 37, and 38;

**WHEREAS**, pursuant to Section 176(c) of the Federal Clean Air Act (42 U.S.C. §7506(c)), no project may receive Federal funding unless it comes from a Regional Transportation Plan which has been found to conform to the applicable State Implementation Plan;

**WHEREAS**, as required by 23 C.F.R. §450.322(d), in nonattainment and maintenance areas for transportation-related pollutants, SCAG, the FHWA and the FTA must make a conformity determination on any RTP updates or amendments in accordance with the requirements of the Federal Clean Air Act (42 U.S.C. §§7401 et seq.) and the Environmental Protection Agency (EPA) conformity regulations found at 40 C.F.R. Part 51;

**WHEREAS**, with approval of the RTP Amendment, all South Coast Air Basin TCM projects in the federally approved conforming 2004 RTP and 2004 RTIP are given funding priority and are on schedule for timely implementation;

**WHEREAS**, the 2004 RTP remains financially constrained for all fiscal years after the project addition described in the RTP Amendment;

**WHEREAS**, SCAG is required to comply with the California Environmental Quality Act ("CEQA") [Cal. Pub. Res. Code § 21000 et seq.] in amending the Regional Transportation Plan;

**WHEREAS**, SCAG adopted and certified the PEIR to the 2004 RTP in April 2004;

**WHEREAS**, when an EIR has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary;

**WHEREAS**, an Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions

have occurred requiring preparation of a Subsequent EIR (CEQA Guidelines Section 15164(a), Cal. Administrative Code, Title 14);

**WHEREAS**, for the reasons set forth in the Addendum to the 2004 PEIR, SCAG determined that an Addendum to the 2004 PEIR is the appropriate CEQA document because the proposed changes to the 2004 RTP do not meet the conditions of CEQA Guidelines Section 15162(a) for preparation of a Subsequent EIR;

**WHEREAS**, SCAG prepared an Addendum to the 2004 PEIR, which is included in the 2004 RTP Amendment, in order to address the modifications to the 2004 RTP requested by Omnitrans;

**WHEREAS**, SCAG determined that adoption of the proposed RTP Amendment would not result in either new environmental significant effects or a substantial increase in the severity of previously identified significant effects;

**NOW, THEREFORE BE IT RESOLVED** that:

1. The Southern California Association of Governments finds and adopts as follows:
  - a. The 2004 RTP Amendment complies with all applicable federal and state requirements;
  - b. Upon approval of the RTP Amendment, all South Coast Air Basin TCM projects in the federally approved conforming 2004 RTP are given funding priority and are on schedule for timely implementation;
  - c. The 2004 RTP as amended has been found to conform to the applicable State Implementation Plan in accordance with the Clean Air Act and EPA conformity regulations; and
  - d. Proposed changes to the 2004 RTP as expressed in the 2004 RTP Amendment are not substantial changes which would require major revisions to the PEIR. The Addendum to the PEIR for the 2004 RTP fulfills SCAG's requirements for CEQA compliance, thus, no further CEQA document is required.
2. Incorporating all the foregoing recitals and findings, the Regional Council hereby approves and adopts the Final 2004 RTP Amendment, including the staff findings.
3. SCAG's Executive Director or his designee is authorized to transmit the 2004 RTP Amendment and its conformity findings to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 C.F.R. Parts 51 and 93.

Approved at a special meeting of the Executive Committee of the Southern California Association of Governments on this 27th day of July 2006.

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YVONNE B. BURKE  
President  
Supervisor, County of Los Angeles

Attest:

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MARK A. PISANO  
Executive Director

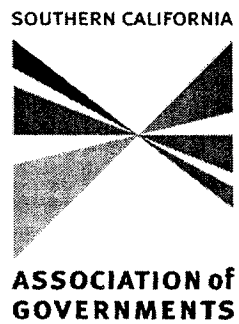
Approved as to Form:

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KAREN TACHIKI  
Chief Counsel

**FINAL**  
**2004 REGIONAL TRANSPORTATION PLAN**  
**AMENDMENT**

July 27, 2006



DOCS# 124252

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## **INTRODUCTION**

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for six counties in Southern California, including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. As the MPO, SCAG is required to develop and update the Regional Transportation Plan (RTP). The RTP is a long-range plan that identifies multi-modal regional transportation needs and investments over the next 25 years.

SCAG adopted the current operating 2004 RTP on April 1, 2004 (resolution #04-451-2), and amended it once on February 2, 2006 (resolution #06-471-3). The RTP was developed in a comprehensive, cooperative, and continuing process that involved a broad spectrum of transportation and related stakeholders, as required under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

Omnitrans, a public transit agency providing bus service to parts of San Bernardino County, has requested that SCAG amend the 2004 RTP to include the E Street Transit Corridor project, called sbX (see Attachment A). The sbX project is located within the cities of San Bernardino and Loma Linda in San Bernardino County.

The purpose of this document is to identify the specific details of the 2004 RTP Amendment and to ensure that the proposed changes are consistent with federal and state requirements, including the TEA-21 planning requirements and the Transportation Conformity Rule. All associated analyses for the RTP amendment are incorporated into this document.





## PROJECT DESCRIPTION

The 2004 RTP Amendment adds a new Bus Rapid Transit (BRT) project called sbX, which stands for San Bernardino Express. BRT is designed to provide fast, high-quality bus service. It can operate in mixed traffic or in dedicated guide-ways, take advantage of signal priority at intersections, board and alight passengers through streamlined processes, and improve bus stop spacing at planned stations. The 2004 RTP calls for a region-wide BRT expansion, including additional service for Los Angeles County's Metro Rapid system and the implementation of new BRT systems in Orange and Riverside Counties. The addition of sbX brings BRT to San Bernardino County.

### **sbX E Street Transit Corridor**

The sbX project is a 16-mile BRT project located in the cities of San Bernardino and Loma Linda in San Bernardino County. The project serves 16 stops along the E Street Transit Corridor, including California State University at San Bernardino in the north and Loma Linda University Medical Center and the VA Hospital in the south. The anticipated completion date for this project is 2010. The sbX is depicted in Figure 1.

Specifically, the Amendment adds the following text to Table 4.10 (page 108) of the 2004 RTP document:

Table 4.10  
**Transit Corridor Projects**

<i><b>Project</b></i>	<i><b>Type</b></i>	<i><b>Implementation Schedule</b></i>	<i><b>County</b></i>
sbX E Street Transit Corridor	Bus Rapid Transit	2010	San Bernardino

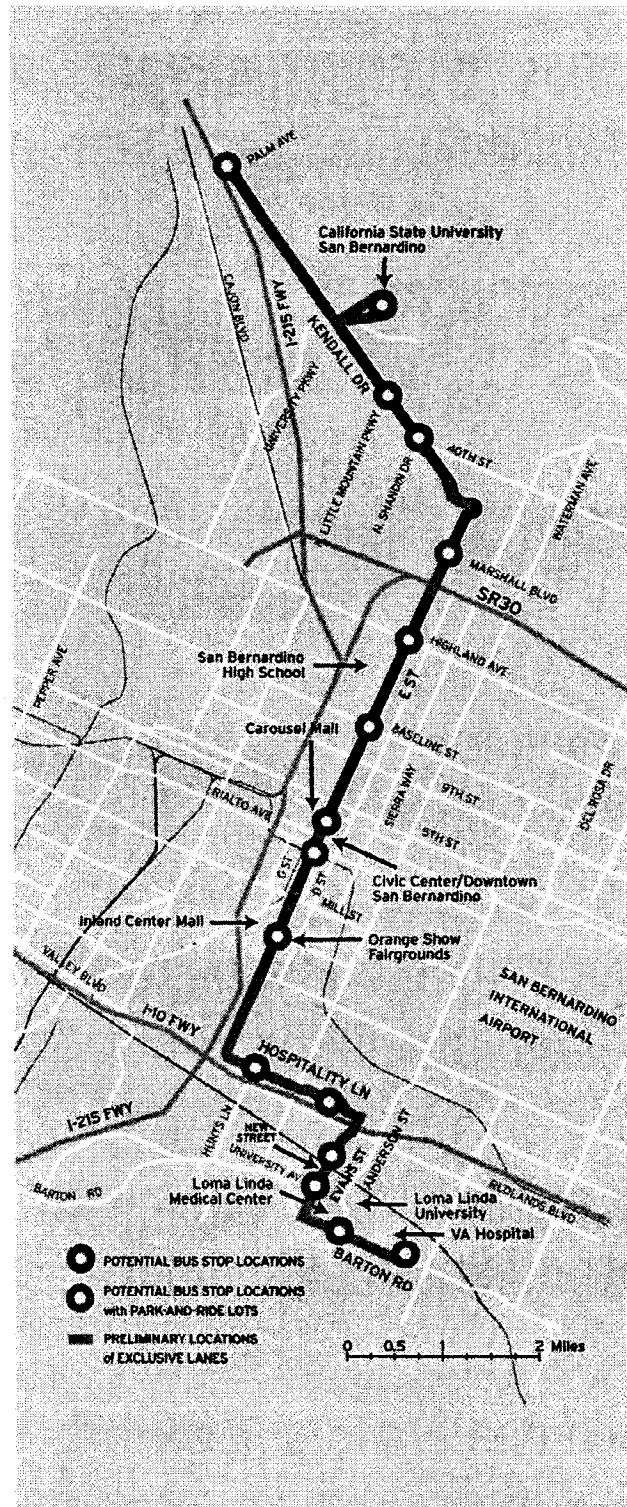
The Amendment further revises page I-173 of the 2004 RTP Technical Appendix I by adding the following text:

### **2004 RTP – Plan Projects**

<b>CO</b>	<b>Category</b>	<b>Route/Program</b>	<b>From</b>	<b>To</b>	<b>Description</b>	<b>Public Funding</b>	<b>Private/ Other Funding</b>	<b>Completion Year</b>	<b>RTP ID</b>
SB	Transit	sbX E Street Transit Corridor	San Bernardino	Loma Linda	Bus Rapid Transit	\$153,000,000		2010	4TR0603



Figure 1 – sbX E Street Transit Corridor



## **FISCAL IMPACT**

The 2004 RTP Amendment includes the addition of the Omnitrans' E Street Transit Corridor bus rapid transit (BRT) project—also known as the San Bernardino Express (sbX). After reviewing funding considerations for this project, SCAG finds that the amendment does not adversely impact the financial constraint of the 2004 RTP. The Plan remains financially constrained. The fiscal impact of the amendment is summarized below.

The sbX BRT service along the E Street Transit Corridor in the cities of San Bernardino and Loma Linda has a total capital cost of \$153 million (Long-term Locally Preferred Alternative) with an annualized operating cost of \$12.5 million.

In the 2004 RTP, SCAG included \$364 million for local transit service in San Bernardino County. This level of funding was set aside in anticipation of new rapid transit (BRT) projects as identified in Omnitrans' short-range plan for FY2004-FY2009. The following initial sources of funding have been identified to cover capital project costs:

- FTA Section 5309 – 50 percent (New Starts/Small Starts)
- FTA Section 5307 – 20 percent
- Measure I – 30 percent

It is anticipated that funding for operating costs would come from a combination of passenger fare revenues, Measure I, and Local Transportation Funds (LTF).

In order to become eligible for federal funds, Omnitrans is following the New Starts process, as prescribed by the Federal Transit Administration (FTA). Accordingly, detailed financial plan development efforts are underway—with more extensive evaluation of funding sources for the local match of federal funds.

## **CONFORMITY FINDINGS**

### **Federal Requirements**

Federal and state regulations require that a transportation conformity process must be undertaken by SCAG as the Metropolitan Planning Organization (MPO) of the region prior to the amendment's approval and conformity finding by the Regional Council. This includes an interagency consultation, release of the draft document for a 30-day public review and comment period, SCAG's responses on the written comments, and a public hearing at the Regional Council meeting prior to the final action on the amendment. Once the Regional Council approves the amendment, it will then be submitted to the federal agencies for the final conformity determination.

Sections 93.119(e) and 93.122(g) are the relevant parts of the Transportation Conformity rule for these amendments.

### **Conformity Status of Current RTIP and RTP**

On June 7, 2004, the federal conformity determination for the 2004 RTP was issued for the following non-attainment and maintenance areas:

- South Coast Air Basin (SCAB – Ozone, CO, NO<sub>2</sub>, and PM<sub>10</sub>)
- San Bernardino County portion of the Mojave Desert Air Basin (MDAB – PM<sub>10</sub>)
- Coachella Valley portion of the Salton Sea Air Basin (SSAB - PM<sub>10</sub>)
- Imperial County portion of SSAB (Ozone and PM<sub>10</sub>)

The federal conformity determination for the Ventura County portion of the South Central Coast Air Basin (ozone) and the Southeast Desert Modified ozone area was issued by the federal agencies on June 16, 2004 although the effective date for the conformity determination for the entire SCAG 2004 RTP, including all of the air basins is June 7, 2004.

On October 4, 2004, the federal agencies approved funding and determined conformity of the 2004 RTIP. The federal funding approval of the 2004 RTIP will expire on October 4, 2006. The 2004 RTIP is based on the 2004 RTP and implements the projects and programs included in the fiscal years (2004/05 – 2009/2010) of the 2004 RTP.

On March 30, 2006 a federal conformity determination for the 2004 RTP was issued for the South Coast Air Basin which is designated as non attainment for PM<sub>2.5</sub>.

### **Summary of the 2004 RTP Regional Emissions Analyses**

The regional emissions analysis methodology for this amendment to the 2004 RTP uses two sets of calculations. For pollutants with emissions budgets the test used is the budget test. Only one pollutant in the SCAB (PM<sub>2.5</sub>) does not currently have a budget. Until the budget is established, the less than base year test is used for analysis. A summary of the regional emissions analysis (conformity finding) is tabulated below.

The regional emissions analysis for the amendment was performed using SCAG's Regional Transportation Model used for the 2004 RTP and RTIP, and utilizes the planning, socioeconomic and model assumptions from the 2004 RTP and RTIP. The applicable conformity findings and detailed modeling assumptions can be found at:



<http://www.scag.ca.gov/rtp2004/2004draft/FinalPlan.htm>

and:

<http://www.scag.ca.gov/rtp/final04/SecII.pdf>

### **Conformity Findings**

SCAG has completed its analysis of the proposed changes to the 2004 RTP. SCAG's findings for the approval of this amendment are as follows:

#### **Overall**

**Statement of Fact:** Inclusion of this amendment in the 2004 RTP would not change any other policies, programs and projects which were previously approved by the federal agencies on June 7, 2004.

**Finding:** SCAG has determined that the 2004 RTP Amendment is consistent with all federal and state requirements and complies with the federal conformity regulations.

#### **Regional Emissions Analysis – South Coast Air Basin (SCAB)**

**Finding:** The 2004 RTP Amendment's regional emissions for Ozone precursors (NOx, ROG/VOC) are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (2003 SIP)

**Finding:** The 2004 RTP Amendment's regional emissions for CO are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (2003 SIP).

**Finding:** The 2004 RTP Amendment's regional emissions for NO2 are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (2003 SIP).

**Finding:** The 2004 RTP Amendment's regional emissions for PM10 (particulate matter less than 10 microns in size) precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (2003 SIP).

**Finding:** The 2004 RTP Amendment's regional emissions for direct PM2.5 and NOx are less than the baseline year (2002) for the 24-hour and the annual standard in the SCAB.

#### **Timely Implementation of TCMs**

**Finding:** The 2004 RTP Amendment does not change funding and timely implementation of SCAB TCM projects. All SCAB TCM projects in the federally approved conforming 2004 RTP are given funding priority and are on schedule for implementation.



Fiscal Constraint Analysis

**Finding:** All projects listed in the 2004 RTP (including the proposed amendment) are financially constrained for all fiscal years. Fiscal constraint is analyzed in a separate section of this report.

Interagency Consultation and Public Involvement Analysis

**Finding:** SCAG has consulted with the respective transportation and air quality planning agencies. The proposed sbX E Street Corridor was discussed at the Transportation Conformity Working Group (which includes representatives from the respective air quality and transportation planning agencies) on February 28, 2006 and May 23, 2006. In addition, the proposed Amendment to the 2004 RTP underwent the required consultation and public participation process. A 30 day public comment period announcement was posted on the SCAG website on Thursday, June 1, 2006. The comments received and SCAG's responses are summarized in the Public Review and Comment Section of this report.



**Regional Emissions Analysis – South Coast Air Basin (SCAB)**

The South Coast Air Basin (SCAB) covers the urbanized portions of Los Angeles, Orange, Riverside, and San Bernardino counties, and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The proposed project is located within the SCAB; emissions changes in other air basins due to the proposed project are negligible and therefore are not included in this summary report.

**OZONE – SUMMER (8HR)**

<b><u>ROG</u></b>	<b><u>YR 2005</u></b>	<b><u>YR 2008</u></b>	<b><u>YR 2010</u></b>	<b><u>YR 2020</u></b>	<b><u>YR 2030</u></b>
Amended 2004 RTP	258.467	212.754	151.201	107.250	73.187
<b>BUDGET</b>	<b>263.000</b>	<b>216.000</b>	<b>155.000</b>	<b>155.000</b>	<b>155.000</b>
<b><u>NOx</u></b>	<b><u>YR 2005</u></b>	<b><u>YR 2008</u></b>	<b><u>YR 2010</u></b>	<b><u>YR 2020</u></b>	<b><u>YR 2030</u></b>
Amended 2004 RTP	542.271	453.459	349.166	184.312	120.859
<b>BUDGET</b>	<b>546.000</b>	<b>464.000</b>	<b>352.000</b>	<b>352.000</b>	<b>352.000</b>

Conformity finding requirement: RTP emissions must be equal to or less than budget

**CARBON MONOXIDE (CO) - WINTER**

<b><u>CO</u></b>	<b><u>YR 2005</u></b>	<b><u>YR 2010</u></b>	<b><u>YR 2020</u></b>	<b><u>YR 2030</u></b>
Amended 2004 RTP	2,597.739	1,808.566	859.986	530.271
<b>BUDGET</b>	<b>3,361.000</b>	<b>3,361.000</b>	<b>3,361.000</b>	<b>3,361.000</b>

Conformity finding requirement: RTP emissions must be equal to or less than budget

**NITROGEN DIOXIDE (NO2) - WINTER**

<b><u>NOx</u></b>	<b><u>YR 2005</u></b>	<b><u>YR 2010</u></b>	<b><u>YR 2020</u></b>	<b><u>YR 2030</u></b>
Amended 2004 RTP	613.664	448.688	205.652	133.040
<b>BUDGET</b>	<b>686.000</b>	<b>686.000</b>	<b>686.000</b>	<b>686.000</b>

Conformity finding requirement: RTP emissions must be equal to or less than budget

**PARTICULATE MATTER LESS THAN 10 MICRONS (PM10) - ANNUAL AVERAGE**

	<u>YR 2006</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
<b><u>ROG</u></b>				
Amended 2004 RTP	245.350	188.885	106.482	72.544
<b>BUDGET</b>	<b>251.000</b>	<b>251.000</b>	<b>251.000</b>	<b>251.000</b>

**NOx**

Amended 2004 RTP	534.144	417.857	192.763	125.758
<b>BUDGET</b>	<b>549.000</b>	<b>549.000</b>	<b>549.000</b>	<b>549.000</b>

**PM10**

Amended 2004 RTP	165.927	163.355	161.520	163.923
<b>BUDGET</b>	<b>166.000</b>	<b>166.000</b>	<b>166.000</b>	<b>166.000</b>

Conformity finding requirement: RTP emissions must be equal to or less than budget

**DIRECT PM2.5 EMISSIONS - 24-Hour**

	<u>YR 2002</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
<b>Amended 2004 RTP</b>				
Exhaust	10.48	9.48	8.82	9.20
Tire Wear	0.83	0.89	0.99	1.08
Brake Wear	1.97	2.10	2.25	2.44
<b>Total PM2.5 Exhaust</b>	<b>13.27</b>	<b>12.47</b>	<b>12.06</b>	<b>12.72</b>
<b>Base Year Emissions</b>	<b>13.27</b>	<b>13.27</b>	<b>13.27</b>	<b>13.27</b>
<b>Difference from Base Year</b>	<b>N/A</b>	<b>-0.80</b>	<b>-1.21</b>	<b>-0.55</b>

Conformity finding requirement: RTP emissions must be equal to or less than base year

**DIRECT PM2.5 EMISSIONS - Annual**

	<u>YR 2002</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
<b>Amended 2004 RTP</b>				
Exhaust	3,825	3,460	3,219	3,358
Tire Wear	303	325	361	394
Brake Wear	719	767	821	891
<b>Total PM2.5 Exhaust</b>	<b>4,844</b>	<b>4,552</b>	<b>4,402</b>	<b>4,643</b>
<b>Base Year Emissions</b>	<b>4,844</b>	<b>4,844</b>	<b>4,844</b>	<b>4,844</b>
<b>Difference from Base Year</b>	<b>N/A</b>	<b>-292</b>	<b>-442</b>	<b>-201</b>

Conformity finding requirement: RTP emissions must be equal to or less than base year





**OXIDES OF NITROGEN (NO<sub>x</sub>) - 24-Hour**

	<u>YR 2002</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
Amended 2004 RTP	715.34	417.86	192.76	125.76
Base Year Emissions	715.34	715.34	715.34	715.34
Difference from Base Year	N/A	-297.48	-522.58	-589.58

Conformity finding requirement: RTP emissions must be equal to or less than base year

**OXIDES OF NITROGEN (NO<sub>x</sub>) - Annual**

	<u>YR 2002</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
Amended 2004 RTP	261,099	152,518	70,359	45,902
Base Year Emissions	261,099	261,099	261,099	261,099
Difference from Base Year	N/A	-108,581	-190,741	-215,198

Conformity finding requirement: RTP emissions must be equal to or less than base year

## **ADDENDUM TO THE 2004 RTP PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)**

### **Introduction**

This document is an Addendum to the Final Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP or "Plan"), prepared and certified by the Southern California Association of Governments (SCAG) in April 2004 and as amended on February 2, 2006.

Omnitrans, a public transit agency providing bus service to parts of San Bernardino County, has requested that SCAG amend the 2004 RTP to include the E Street Transit Corridor project, a bus rapid transit (BRT) project called sbX (see Attachment A). The sbX project is located within the cities of San Bernardino and Loma Linda in San Bernardino County. This 2004 PEIR Addendum evaluates the potential environmental effects associated with including the sbX project in the 2004 RTP.

As the Lead Agency under the California Environmental Quality Act (CEQA) (Pub. Res. Code Section 21000 et seq.) SCAG prepared a Final PEIR (SCH No. 2003061075) to evaluate the potential environmental impacts associated with implementation of the Plan. The Plan is a long-range program that addresses the transportation needs for the six-county SCAG Region through 2030. Although the Plan has a long-term time horizon under which projects are planned and proposed to be implemented, federal and state mandates ensure that the Plan is both flexible and responsive in the near term. Therefore, the Plan is regarded as both a long-term regional transportation blueprint and as a dynamic planning tool subject to ongoing refinement and modification.

The Plan includes both specific projects and strategies that address transportation and urban form. The purpose of the PEIR is to identify the potentially significant environmental impacts associated with the implementation of the projects, programs, and policies included in the Plan. The PEIR serves as the informational document to inform decision-makers, agencies and the public of the potential environmental consequences of approving the 2004 RTP.

The 2004 RTP PEIR, focused on broad policy goals, alternatives and program-wide mitigation measures (*CEQA Guidelines* Section 15168(b)(4)).<sup>1</sup> As such, the PEIR is considered a first tier document that serves as a regional-scale environmental analysis and planning tool that can be used to support subsequent, site-specific project-level CEQA analyses.

Section 15152 of the *CEQA Guidelines* indicates that subsequent environmental analyses for separate, but related, future projects may tier off the analysis contained in the PEIR. The *CEQA Guidelines* do not require a Program EIR to specifically list all subsequent activities that may be within its scope. If site-specific EIRs or negative declarations will subsequently be prepared for specific projects broadly identified within a Program EIR, then site-specific analysis can be deferred until the project level environmental document is prepared (Sections 15168, 15152) provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

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<sup>1</sup> Unless otherwise indicated, all citations by section number are to the *CEQA Guidelines* (Cal. Administrative Code, tit. 14, Section 15000 et seq.)



### **Basis for Addendum**

When an EIR has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary. The key considerations in determining the need for and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and *CEQA Guidelines* Sections 15162, 15163 and 15164.

Section 21166 of CEQA specifically provides that a Subsequent or Supplemental EIR is not required unless the following occurs:

- (1) Substantial changes are proposed in the project which will require major revisions of the EIR.
- (2) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the EIR.
- (3) New information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available.

An Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (Section 15164(a)). An Addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164(e)). The Addendum to the EIR need not be circulated for public review but it may be included in or attached to the Final EIR (Section 15164(c)). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (15164(d)).

The conditions described in CEQA section 15162 subdivision (a) have not occurred. As described in the project description, the sbX project is a 16 mile Bus Rapid Transit (BRT) designed to facilitate movement within San Bernardino and Riverside Counties. The proposed inclusion of the sbX project does not require a major revision to the PEIR, as no new significant environmental effects have been identified, nor did the analysis identify a substantial increase in the severity of previously identified significant effects. Furthermore, the sbX does not represent a substantial change to the circumstances under which the project (i.e., the Plan) was undertaken. Although the sbX is not specifically included in the RTP, it is consistent with the goals and policies of the Plan and therefore does not represent a substantial change, as no new significant environmental effects have been identified. While the proposed changes to the RTP may represent "*New information of substantial importance...*" as stated in 15162(a)(3), these changes to the project will not result in one or more significant effects not discussed in the previous EIR, nor result in impacts that are substantially more severe than shown in the previous EIR. No changes to the mitigation measures contained in the 2004 PEIR are proposed.

For the reasons set forth in this Addendum, SCAG has determined that an Addendum to the 2004 PEIR is the appropriate CEQA document because the proposed changes to the Plan do not meet the following conditions of Section 15162(a) for preparation of a Subsequent EIR:

- (1) Substantial changes are proposed in the project which will require major revisions in the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.



- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
  - a. The project will have one or more significant effects not discussed in the previous EIR;
  - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - c. Mitigation measures or alternative previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

### **Purpose**

This amendment to the 2004 RTP is requested to allow Omnitrans to move forward with the necessary environmental analysis as required by the Federal Transit Administration and under NEPA. The purpose of this Addendum is to evaluate the environmental effects of formally including the following project in the 2004 RTP:

**sbX E Street Transit Corridor** – The sbX E Street Transit Corridor 16-mile BRT project located in the cities of San Bernardino and Loma Linda in San Bernardino County.

Omnitrans is currently proposing to implement the Locally Preferred Alternative which consists of 16 stops, including California State University at San Bernardino in the north and Loma Linda University Medical Center and the VA Hospital in the south. The Locally Preferred Alternative generally follows Kendall Drive from California State University south to E Street, through downtown San Bernardino, east on Hospitality Lane and south to Loma Linda. It runs through a variety of land uses including low-density residential to the north and more intense commercial development along E Street. The southern end of the corridor includes public, educational and medical facilities.

As currently proposed, the downtown portion along E Street would require the removal of some parking, but would not require taking a lane of traffic as in some other proposed alignments. The southern portion from the Hospitality Lane commercial area to the VA Hospital uses an elevated transitway that would be constructed as part of the project. The elevated transitway would extend over I-10 and connect to the Evans Street Corridor, which is included as a separate project in the 2004 RTP. The Locally Preferred Alternative is depicted in Figure 1. The project route is still subject to further refinements that will be done through project specific review and analysis. The anticipated completion date for this project is 2010.



The 2004 RTP includes hundreds of projects, and thus, one project represents a relatively minor modification to the entire Plan. The inclusion of the sbX E Street Transit Corridor is a refinement to the 2004 RTP based on a continuous need to improve and integrate transportation and land use planning in the region. Furthermore, this project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, NEPA and all other applicable regulations.

Although the proposed sbX E Street Transit Corridor was not identified in the 2004 RTP PEIR, the project is consistent with the scope, goals and policies contained in the 2004 RTP and evaluated in the 2004 PEIR. The PEIR broadly discusses potential significant impacts at the programmatic level based on conceptual project plans and broadly defined transportation corridors. An evaluation of general corridors, proposed alignments and programs is inclusive and adequate for purposes of a programmatic level environmental assessment.

As stated, Omnitrans has identified the Locally Preferred Alternative for the E Street Project, although the project route is still subject to further refinements. The purpose of this amendment to the RTP and Addendum to the PEIR is to allow Omnitrans to move forward with the necessary project specific route refinement and environmental analysis required by the Federal Transit Administration and NEPA. The alternative selected through the NEPA process could differ in whole, or in part, from the Locally Preferred Alternative. As such, SCAG has assessed the additional project at the programmatic level, and finds that inclusion of the project is consistent with the analysis, mitigation measures and Findings of Fact contained in the 2004 PEIR. Further, SCAG finds that the inclusion of the proposed project in the RTP does not significantly affect the comparison of alternatives or the potential significant impacts previously disclosed in the 2004 PEIR.

### **Analysis of Impacts**

#### **Land Use**

**sbX E Street Corridor** – The 2004 RTP and PEIR included BRT projects in general as well as specific components of the sbX E Street Corridor, such as the Evan Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general would be expected to occur.

Although the sbX E Street Transit Corridor, as described, would generally operate along existing right of way, some portions of the Locally Preferred Alternative would involve new construction. One of the segments, the Evans Street Corridor, is included in the 2004 RTP, a second segment - an elevated transitway over I-10 to the Evans Street Corridor is not currently in the RTP.

It is possible that site specific impacts could occur, particularly on segments where new construction is proposed. Impacts expected would primarily be to sensitive receptors. Although the 2004 PEIR did not analyze the sbX project specifically, it did conclude that that projects similar in size and scope to the sbX E Street Corridor could cause significant unavoidable impacts. Impacts from the sbX Transit Corridor would be expected to fall within the range of impacts previously identified. The analysis in the 2004 PEIR (p. 3.1-1- 3.1-20) adequately addressed impacts to the region that could result from implementation of the RTP at the program level. Therefore, incorporation of the sbX E Street Corridor project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.



Population, Housing and Employment

**sbX E Street Corridor** – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

Implementation of the proposed project could result in site specific impacts such as induced growth along the proposed corridor. In addition, the proposed project could contribute to cumulative impacts on population, housing and employment. These impacts are within the range of impacts assessed at the programmatic level in the 2004 RTP PEIR (p. 3.2-12 -3.2-16). Furthermore, detailed project-level analysis will be performed by the implementing agency. This analysis will also include mitigation measures as appropriate. Inclusion of the proposed project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 RTP PEIR.

Transportation

**sbX E Street Corridor** – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The 2004 PEIR identifies four significant impacts from implementation of the 2004 RTP; these include increased Vehicle Miles Traveled (VMT), higher average delay, increased heavy duty truck delay and a cumulatively considerable impact on counties outside the SCAG Region. As a transit project, the sbX project would be expected to have a beneficial effect on transportation related impacts identified in the PEIR. The proposed project would link major activity centers including Loma Linda VA Hospital, Loma Linda University and California State University San Bernardino. This option is consistent with PEIR mitigation measures included in the 2004 PEIR intended to reduce delay; these include maximizing the benefits of the land-use transportation connection (p. 3.3-24). Furthermore, transit projects such as the sbX E Street Corridor are generally considered to off-set potential impacts of the overall transportation network. Analysis in the 2004 PEIR adequately addressed impacts that could result from projects such as the sbX E Street Transit Corridor at the program level. The proposed project will be evaluated at the project-level to identify potential localized transportation impacts. Incorporation of the project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Air Quality

**sbX E Street Corridor** – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The proposed project would not have a significant adverse effect on regional air quality. The sbX E Street Corridor is considered a Transportation Control Measure (TCM) and as such would provide an air quality benefit to the region. The regional emissions analysis performed for the RTP Amendment determined this project would not result in an exceedance of established emissions budgets within the South Coast Air Basin. Therefore, incorporation of this



project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

#### Noise

**sbX E Street Corridor** – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The increase in bus service along the proposed route could cause an increase in ambient noise levels. However, the assessment in the 2004 PEIR noise chapter (3.5-17- 3.5-27) adequately evaluates these impacts at the programmatic level and includes mitigation measures to be implemented at the project level. Impacts from the sbX E Street Corridor would be expected to fall within the range of impacts previously identified. The sbX E Street Corridor will be further analyzed at the project level to determine if site specific impacts would occur and to identify appropriate mitigation measure. The analysis in the 2004 RTP PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of the sbX E Street Corridor into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 RTP PEIR.

#### Aesthetics and Views

**sbX E Street Corridor** – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

Implementation of the proposed project is not anticipated to cause a significant adverse impact on aesthetics or views. The proposed modifications would be on an existing system and, with the exception of the elevated transitway over I-10, at grade. The 2004 PEIR identifies significant impacts on aesthetics and views such as obstruction of scenic views by construction, creating a visual contrast with the overall character of an area and a cumulative impact due to increased urbanization in the region (p. 3.6-11 – 3.6-22). Impacts from the sbX Transit Corridor would be expected to fall within the range of impacts previously identified. Furthermore, the 2004 PEIR determined that improvements proposed on existing systems, such as the sbX E Street Corridor, would be less substantial than those potentially created by new system projects (p. 3.6-13). The analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of the proposed project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

#### Biological Resources

**sbX E Street Corridor** – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The proposed project would be implemented on existing roadways and would not be anticipated to significantly impact biological resources. In the event that a route is identified that impacts biological resources, mitigation measures proposed in the Biological Resources chapter may



help reduce or eliminate potential impacts associated with the proposed projects. Detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency. The analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of this change into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

#### Cultural Resources

**sbX E Street Corridor** – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The 2004 PEIR concluded that improvements proposed in exiting rights of way, such as new bus-ways would have limited potential to impact historic resources, archeological resources, and paleontological resources (p. 3.8-18 - 3.8-24). As such, the sbX E Street Transit Corridor would not be anticipated to have a significant impact on cultural resources in the region. The analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of this project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

#### Geology, Soils and Seismicity

**sbX E Street Corridor** – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The sbX E Street Corridor project would primarily use existing right-of-way and would not involve significant earth moving activities. Impacts that could occur from the sbX Transit Corridor would be expected to fall within the range of impacts previously identified. In addition, incorporation of mitigation measures proposed in the 2004 PEIR would alleviate impacts associated with seismic safety (p. 3.9-19-3.9-22). Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency. Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of the proposed project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

#### Hazardous Materials

**sbX E Street Corridor** – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The 2004 PEIR concluded that general improvements to the transportation system would facilitate the movement of all types of goods including hazardous materials (p. 3.10-7 - 3.10-9). The sbX E Street Corridor would not specifically facilitate, increase or decrease the transport of hazardous materials; detailed project-level analysis for the project, including mitigation measures as appropriate, will be conducted by implementing agency. Impacts that could occur are within the range of impacts identified in the PEIR. The analysis in the 2004 PEIR adequately





addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

#### Energy

**sbX E Street Corridor** – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

Transit project in general (including the sbX E Street Corridor) would be expected to have less than significant impact on consumption of petroleum and diesel fuels. Nonetheless, the 2004 PEIR concludes that “new transit vehicles and transit stations for Maglev, Metrolink, light rail and rapid bus would require electricity and natural gas during project operation” and identifies mitigation measures to reduce these impacts (p. 3.11-13 - 3.11-16). Impacts that could occur by including the the sbX Transit Corridor in the RTP would be expected to fall within the range of impacts previously identified. Detailed project-level analysis for the projects, including mitigation measures as appropriate, will be conducted by implementing agency. The analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

#### Water Resources

**sbX E Street Corridor** – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The 2004 PEIR identified an increase in impervious surfaces as a significant adverse impact (p. 3-12-23 - 3.12-29). The sbX E Street Corridor will generally be implemented on the existing network and right-of-way and therefore would not cause a substantial increase in the overall amount of impervious surfaces in the region. Impacts to water resources that could occur from including the sbX Transit Corridor in the RTP would be expected to fall within the range of impacts previously identified. However, it is possible that site specific impacts could occur due to the proposed project. Therefore, detailed project-level analysis for the projects, including mitigation measures as appropriate, will be conducted by implementing agency. The analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of this project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

#### Public Services and Utilities

**sbX E Street Corridor** – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The 2004 PEIR identifies several types of projects that would require an increase in the level of police, fire and medical services. These include projects involving new roadways and transit



related projects that require the construction of new transit stations (3.13.9-3.13-14). The proposed sbX E Street Corridor does not fall into either of these categories and therefore is not anticipated to have a significant adverse impact on police, fire and/or medical services. The analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of this project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

### **Comparison of Alternatives**

Including the sbX E Street Corridor in the 2004 RTP would not appreciably affect the comparison of alternatives in the 2004 PEIR in any meaningful way. The project is contemplated within the scope of the programmatic-level comparison among the alternatives considered in the 2004 PEIR: 1) No Project, 2) Modified 2001 RTP Alternative 3) The PILUT 1 (Infill) Alternative 4) The PILUT 2 (Fifth Ring) Alternative. The project is consistent with PILUT 1 as it would facilitate urban transportation. The analysis in the Comparison of Alternatives chapter of the 2004 PEIR is not significantly affected by the inclusion of the sbX project in the RTP. Therefore, no further comparison is required at the programmatic level. Project-level comparisons of alternatives, however, will be conducted by implementing agency when it prepares a CEQA/NEPA document for the project.

### **Long Term Effects**

The sbX E Street Corridor is within the scope of the discussion presented in the long-term effects chapter of the 2004 PEIR, which includes an assessment of programmatic level unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts. Unavoidable and irreversible impacts from the inclusion of this specific project in the 2004 RTP is reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified 2004 PEIR. Unavoidable and irreversible impacts will be further analyzed by implementing agency at the project level. Any growth inducing impacts are expected to be approximately equivalent to those previously disclosed in the 2004 PEIR. Overall, the project is within the scope of the broad, programmatic-level impacts identified and disclosed in the PEIR. Thus, the proposed change is consistent with the findings on long-term effects in the 2004 PEIR. Detailed analysis of impacts on long-term effects will be conducted by the implementing agency at the project level.

### **Conclusion**

The 2004 RTP includes a database with hundreds of projects. The inclusion of an additional project, the details of which have yet to be determined, and that is not likely to result in significant new construction, would have a negligible change in environmental impact when viewed in light of the scope and nature of the entire Plan.

After completing its programmatic environmental assessment of these changes, SCAG finds that adoption of the proposed RTP Amendment would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The proposed changes as expressed in the 2004 RTP Amendment, therefore, are not substantial changes which would require major revisions to the PEIR. Thus, a subsequent or supplemental EIR is not required and this Addendum fulfills the requirements of CEQA.



## PUBLIC REVIEW AND COMMENT

SCAG is required to provide a 30-day public review and comment period for the Draft Amendment. A Notice of Availability and Public Hearing was posted on the SCAG website at [www.scag.ca.gov](http://www.scag.ca.gov) on June 1, 2006, and published in major newspapers in the six-county region. The Draft Amendment was made available on the SCAG website and copies were provided for review at SCAG and at public libraries throughout the region. Written comments were accepted until 5:00pm July 7, 2006. In addition, a public hearing was held at SCAG on July 6, 2006. To fulfill the state's AB1246 interagency consultation requirement, a meeting of the Regional Transportation Agencies Coalition (RTAC) was held on July 21, 2006 to discuss the Amendment.

SCAG received four written comments on the Draft Amendment. The comments, along with SCAG's responses, are as follows.

Name, Organization, Address	Comments	SCAG Response
<p>1.</p> <p>Hon. Carol Herrera, Mayor</p> <p>City of Diamond Bar 21825 Copley Drive Diamond Bar, CA 91765-4178</p>	<p>Add the construction of the SR-57/SR-60 Interchange "final fix" project to the most recent SCAG RTP and RTIP lists.</p>	<p>The Draft 2004 RTP Amendment does not propose any changes to the 2004 RTP in relation to the SR-57/SR-60 interchange. The 2004 RTP already includes the major improvement project at this interchange, with an estimated completion date of 2025. Refer to page 100 in Chapter 4 of the main 2004 RTP document, and also page I-161 of the 2004 RTP Technical Appendix I.</p>
<p>2.</p> <p>Hon. Carol Herrera, Chair</p> <p>Four Corners Transportation Coalition 21825 Copley Drive Diamond Bar, CA 91765-4178</p>	<p>Add the four initial priority projects identified by the Four Corners Transportation Coalition to the most recent SCAG RTP and RTIP lists.</p> <ul style="list-style-type: none"> <li>• SR-57/SR-60 "Final Fix"</li> <li>• SR-71 completion from SR-60 to I-10</li> <li>• SR-91 corridor improvements</li> <li>• Pine/Schleisman/Arlington corridor</li> </ul>	<p>The Draft 2004 RTP Amendment does not propose any changes to the 2004 RTP in relation to these four projects. The 2004 RTP already includes these four projects. The projects are listed in the following locations:</p> <ul style="list-style-type: none"> <li>• SR-57/SR-60 – page 100 of RTP Ch. 4, page I-161 of RTP Technical Appendix</li> <li>• SR-71 completion from SR-60 to I-10 – page I-7 of RTP Technical Appendix</li> <li>• SR-91 corridor improvements – pp. 100, 105 of RTP Ch. 4; pp. 162, 163, 166, 167 of RTP Technical Appendix</li> <li>• Pine/Schleisman/Arlington corridor – p. I-200 of RTP Technical Appendix</li> </ul>



Name, Organization, Address	Comments	SCAG Response
3.  Mr. Douglas Dunlap, City Manager  City of Pomona 505 South Garey Ave Pomona, CA 91766	Add the four initial priority projects identified by the Four Corners Transportation Coalition to the most recent SCAG RTP and RTIP lists. <ul style="list-style-type: none"><li>• SR-57/SR-60 "Final Fix"</li><li>• SR-71 completion from SR-60 to I-10</li><li>• SR-91 corridor improvements</li><li>• Pine/Schleisman/Arlington corridor</li></ul>	See response to comment #2.
4.  Hon. Frank Hall, City Council Member  City of Norco 2870 Clark Ave Norco, CA 92860	Add the four initial priority projects identified by the Four Corners Transportation Coalition to the most recent SCAG RTP and RTIP lists. <ul style="list-style-type: none"><li>• SR-57/SR-60 "Final Fix"</li><li>• SR-71 completion from SR-60 to I-10</li><li>• SR-91 corridor improvements</li><li>• Pine/Schleisman/Arlington corridor</li></ul>	See response to comment #2.



**ATTACHMENT A**

**OMNITRANS REQUEST FOR RTP AMENDMENT**





April 17, 2006

Hasan Ikhata  
Director of Planning and Policy  
Southern California Association of Governments  
818 West Seventh Street, 12<sup>th</sup> Floor  
Los Angeles, California 90014-3435

**Subject: Request for Amendment to the RTP to include sbX: E Street BRT Project**

Dear Mr. Ikhata:

Omnitrans respectfully requests an amendment to the 2004 RTP to include Omnitrans sbX: E Street BRT project. This project will include preliminary engineering, environmental impact study, final design and construction.

Required by ISTEA, Omnitrans completed its Bus Rapid Transit Major Investment Study (MIS). The MIS yield the locally preferred alternative (LPA) and on December 7, 2005, Omnitrans Board of Directors adopted and approved the E Street Corridor as the LPA.

On January 19, 2006, the RSTIS Peer Review Group met and determined that the E Street Transit Corridor project had met SCAG and FTA/FHWA requirements, and that the project is ready to advance from planning to the project development phase.

The funding for this project will come from the following:

- FTA Section 5309 – 50%
- FTA Section 5307 – 20%
- Measure I – 30%

Omnitrans has worked closely with SANBAG and they are on-board with the financial plan of this project. Furthermore, this project will not jeopardize any funding that is already committed to other projects.

Enclosed, you will find supporting documentation for the sbX project. The documentation includes the Overview, Capital Costs, Operating Costs, Annualized Cost and Travel Demand Forecasts and Benefits.

Omnitrans • 1700 West Fifth Street • San Bernardino, CA 92411  
Phone: 909-379-7100 • Web site: [www.omnitrans.org](http://www.omnitrans.org) • Fax: 909-889-5779

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Serving the communities of Chino, Chino Hills, Colton, County of San Bernardino, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland and Yucaipa.

We would like to thank you in advance for your time and consideration of our project. If you need any other information, please feel free to contact Rohan Kuruppu, Director of Planning at (909) 379-7251 or at [Rohan.Kuruppu@Omnitrans.org](mailto:Rohan.Kuruppu@Omnitrans.org).

Sincerely,

A handwritten signature in black ink, appearing to read "D. Rall", written in a cursive style.

Durand L. Rall  
CEO/ General Manager

Cc: Phillip Law, Acting Senior Planner, SCAG  
Rohan Kuruppu, Project Manager, Omnitrans

# **E Street Transit Corridor Project - Phase I**

## **Locally Preferred Alternative Summary Report**

Prepared for:  
**Omnitrans**

Prepared by:  
**Parsons**

In Association with:  
**Gruen Associates  
Patti Post & Associates  
Moore Iacofano Goltsman Inc.**

April 2006





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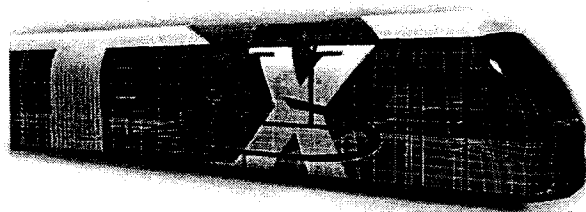
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## CHAPTER 1 - OVERVIEW

Omnitrans has completed a study to determine the best way to implement an enhanced state-of-the-art rapid transit service along the E Street Corridor in the cities of San Bernardino and Loma Linda. A Locally Preferred Alternative (LPA) was selected and has been adopted by the Omnitrans Board of Directors and other local agencies and jurisdictions within the E Street Corridor. The LPA serves California State University at San Bernardino (CSUSB) in the north; traverses central San Bernardino to Loma Linda University Medical Center and the VA Hospital in the south.



The selected mode of transport is known as Bus Rapid Transit (BRT). Within the San Bernardino Valley, BRT has been branded as sbX, which stands for San Bernardino Express. The new high-tech, user-friendly system will offer more frequent service, fewer stops, and higher average speeds than traditional bus service. Investing in this new transportation system will greatly improve Omnitrans' ability to meet growing travel demands, encourage redevelopment, and maintain economic vitality in the Corridor. The E Street Transit Corridor Project would be the first segment in a valley wide system of interconnected sbX service. As shown in Exhibit 1.1, seven transit corridors were identified in the San Bernardino Valley as candidates for premium service.

### *E Street Corridor Description*

The E Street Corridor is about 16 miles long, generally following Kendall Drive from California State University south to E Street, through downtown San Bernardino, east on Hospitality Lane, and south to Loma Linda. It runs through a variety of land uses, from low-density residential development in the north to commercial development along E Street. The core downtown

area has some of the highest concentrations of office and public facilities in the Omnitrans service area. The southern end of the Corridor contains significant public, educational and medical facilities. The Corridor supports about 121,000 people and more than 71,000 jobs. Many residents have low incomes and/or are transit-dependent. About 28 percent of the population lives below the poverty line and 16 percent of the households in the corridor have no automobile.

### *Purpose and Need for the Project*

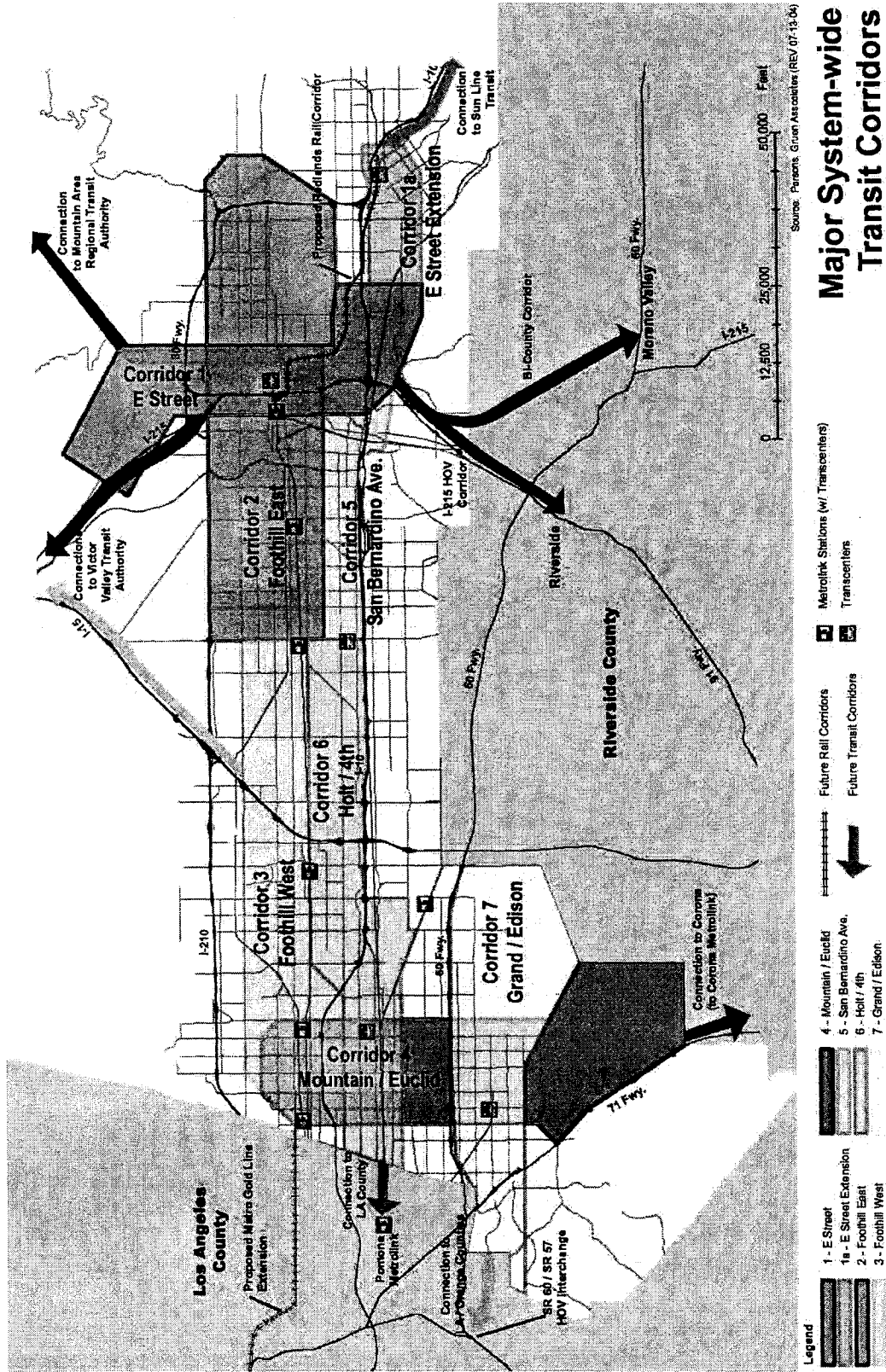
Numerous key deficiencies and needs were identified in the E Street Corridor. Existing transit services are slower than auto travel. Given that the Corridor has high transit dependency and an aging population, this translates into reduced mobility for many residents. It also results in low usage by other potential riders, particularly during lunchtime and mid-day periods. The Corridor is in need of a catalyst to help accelerate revitalization efforts that have not yet been successful. Depressed economic conditions in the central Corridor create a disconnect in development between south and north. Parking capacity is a problem at the university and hospital campuses. Scheduling existing transit routes is difficult because of the potential for delays, particularly crossing the I-10 Freeway. This problem will get much worse as population and employment grow.

### *Project Objectives*

Alternative transit scenarios were designed to address the deficiencies and needs identified above. Each of the five alternatives below was evaluated based on their ability to meet the following project objectives:

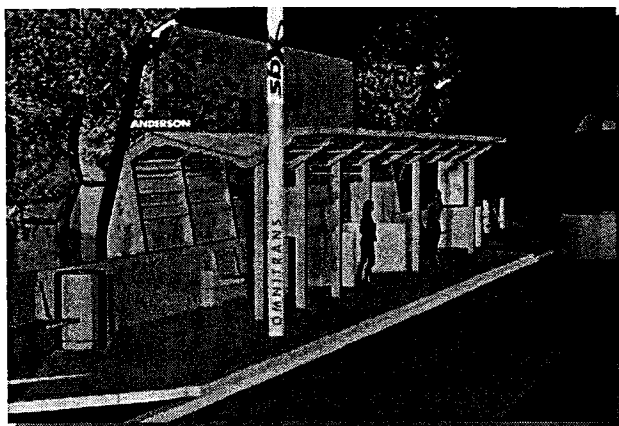
1. Enhance mobility and accessibility
2. Encourage economic growth and redevelopment
3. Improve transit operations
4. Provide a cost-effective solution

Exhibit 1.1: Major System-wide Transit Corridors



The sbX can serve as a catalyst for community improvements. In turn, new development can foster increased transit usage. This synergy between land use and transportation can take the form of Transit-Oriented Developments (TODs).

The benefits of TODs are numerous and the concept was studied for six of the proposed sbX stations. As part of this analysis, the draft General Plans for the Cities of San Bernardino and Loma Linda were reviewed for transit supportive plans and policies. Suggestions for modifications were provided to both cities.



For example, at the Inland Center Mall, TOD improvements could better connect the mall uses with activity on E Street, including sbX service. Exhibit 1.2 shows how land use changes and landscaping along with sidewalk and bridge improvements could create a stronger, more attractive connection between the mall and the E Street Corridor.

Transit-Oriented Development at the Loma Linda Veterans Administration Hospital (Exhibit 1.3) has the potential to make the VA easier to reach by transit, while increasing parking for those arriving by car. It would also create a new transit center to ease regional connections and provide

better transit access to City Hall and the Loma Linda University Medical Center East Campus.

### ***Project Development Process***

Omnitrans, in cooperation with the San Bernardino Associated Governments, SCAG and other public entities, completed an analysis of alternatives in the Corridor in compliance with guidelines from the Federal Transit Administration (FTA).

Stakeholders who have worked with the sponsoring agencies in the E Street Corridor Transit Project include:

- The Cities of San Bernardino and Loma Linda
- The City of San Bernardino Economic Development Agency
- San Bernardino County
- San Bernardino Associated Governments (SANBAG)
- Southern California Association of Governments (SCAG)
- Caltrans, District 08
- Federal Transit Administration (FTA)
- The Southern California Regional Rail Authority (Metrolink)
- California State University – San Bernardino
- Loma Linda University Adventist Health Sciences Center
- VA Loma Linda Healthcare System
- The Inland Center Mall

The overall planning and project development process for federally-funded transit projects is prescribed by the Federal Transit Administration (FTA), and is referred to as the New Starts Process. Omnitrans is following the New Starts process (Exhibit 1.4) in order to become eligible for discretionary federal funds for implementing premium transit service in the E Street Corridor.

Exhibit 1.2: Conceptual Design for Transit-Oriented Development at E Street and North Mall Way

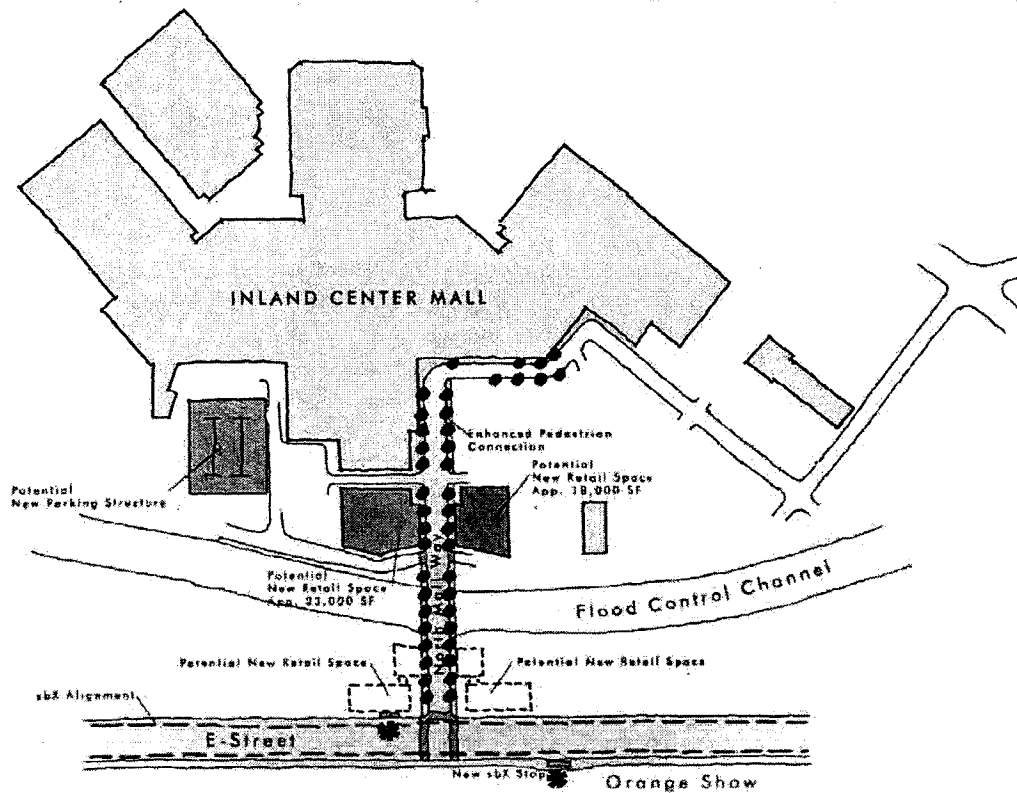


Exhibit 1.3: Conceptual Design for Loma Linda Transcenter and Transit-Oriented Development at the VA Hospital

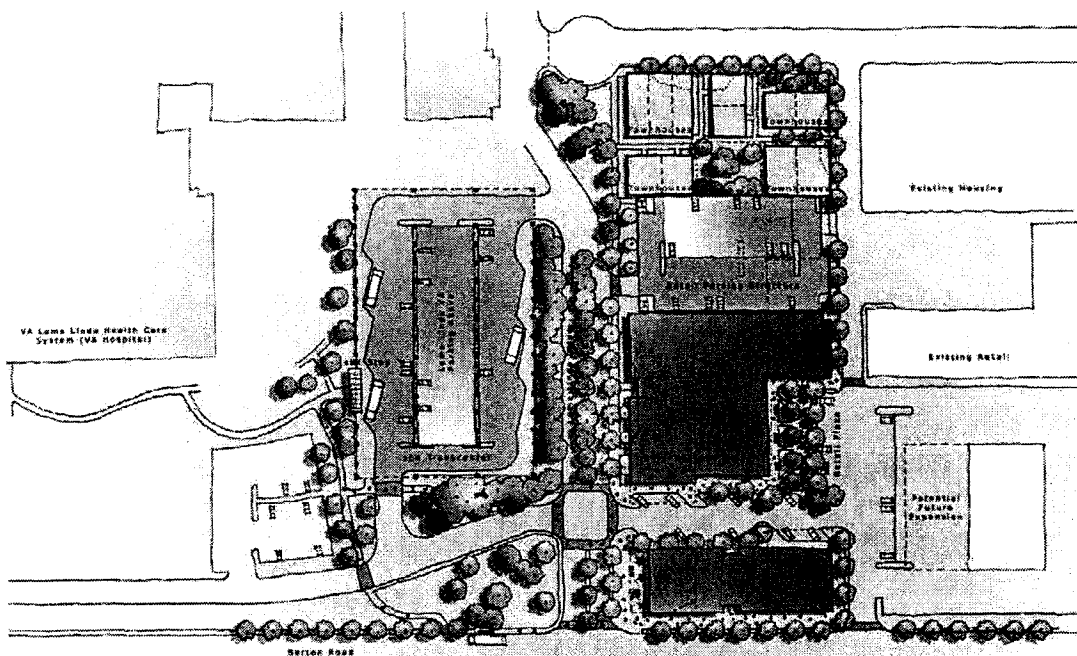
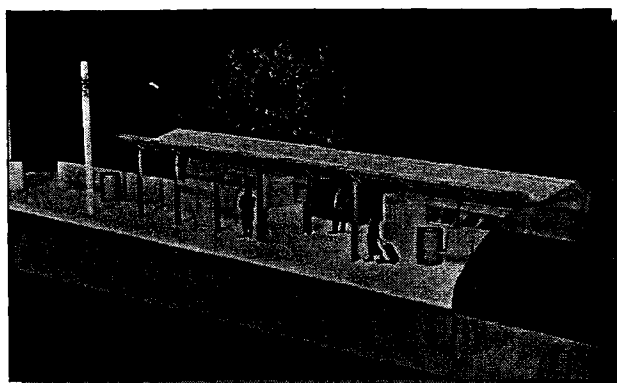
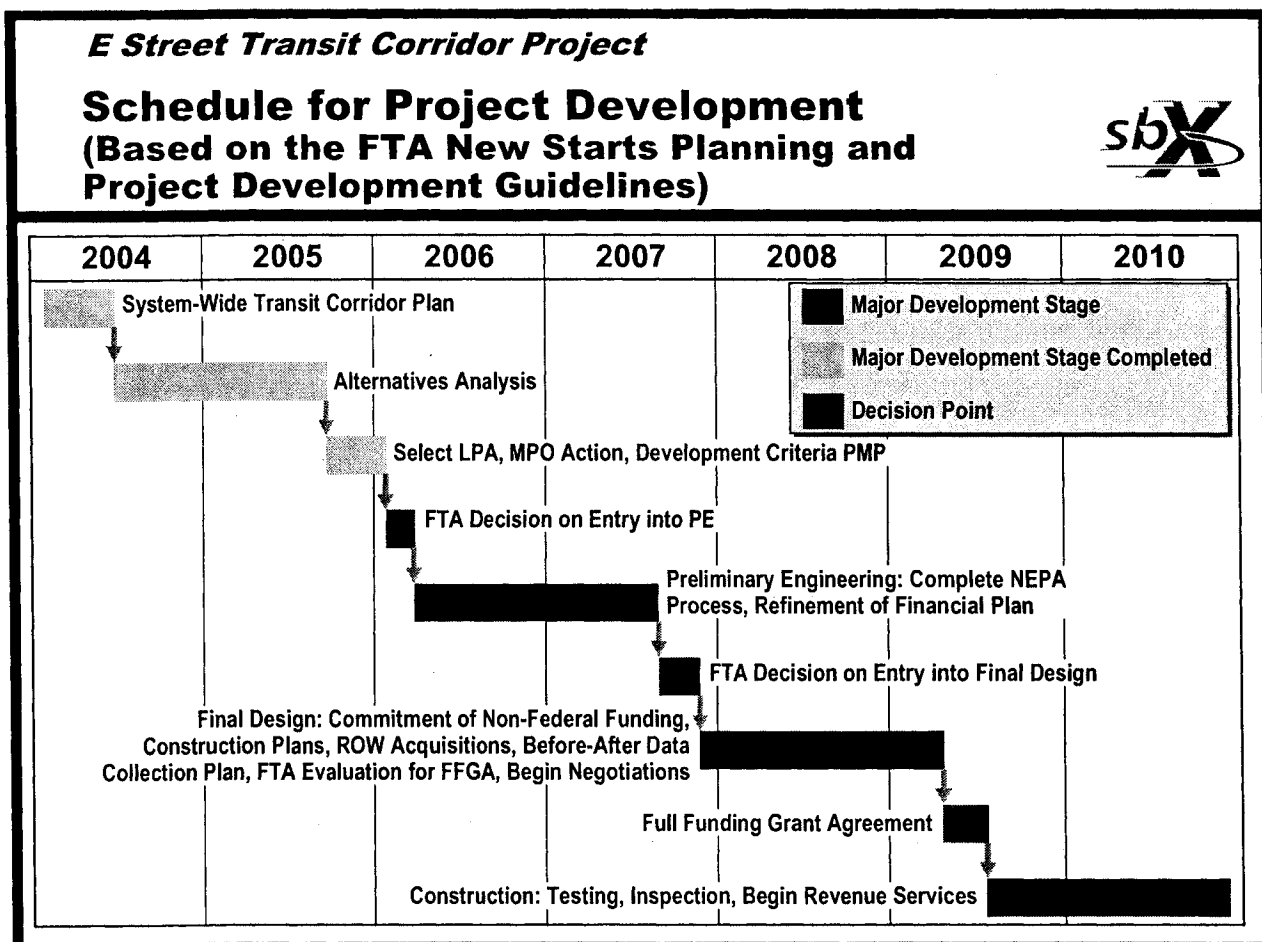


Exhibit 1.4: Schedule for Project Development

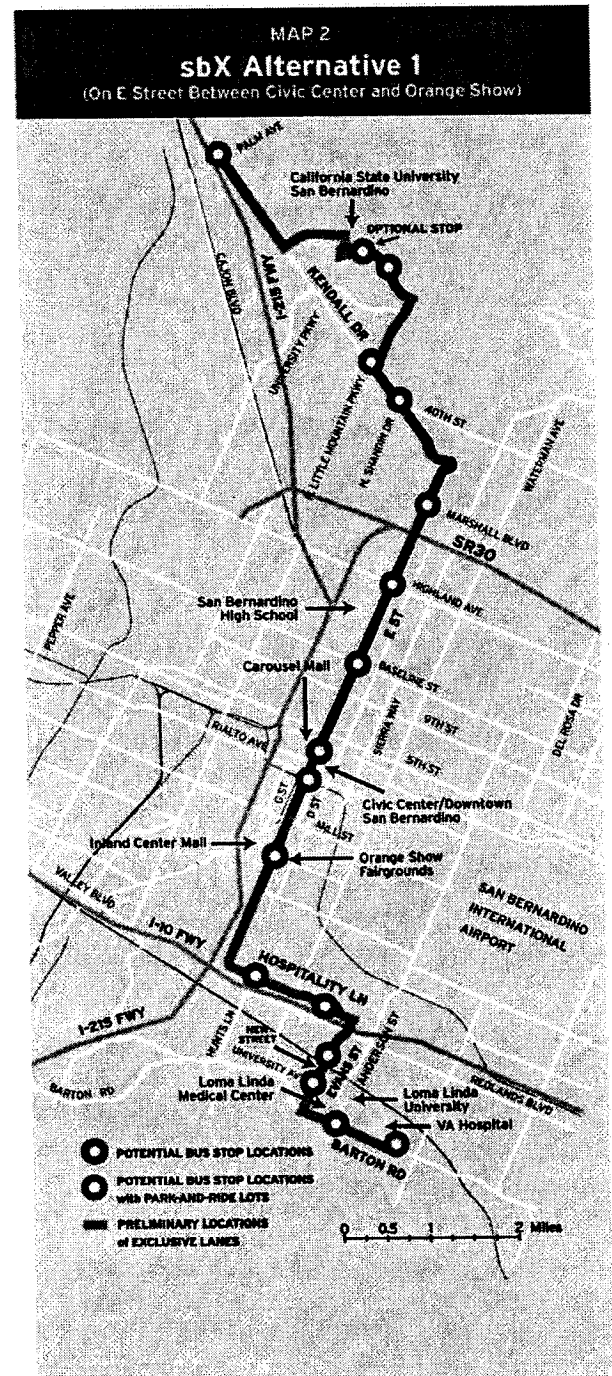
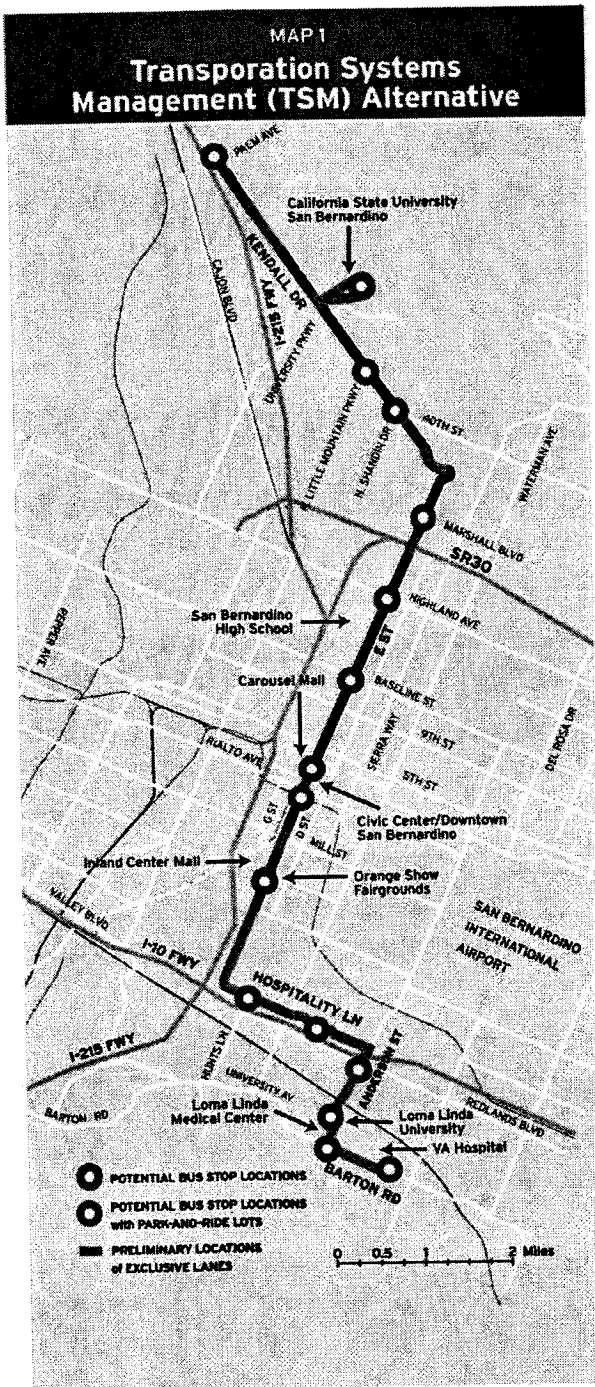


The final step in the Alternatives Analysis phase was **Detailed Alternatives Analysis**. During this phase, conceptual engineering, environmental and community impact analysis was performed on the final Corridor alternatives which included:

- **No Build**, included only existing and committed projects and services;
- **Transportation Systems Management (TSM)**, which added planned service improvements to existing and committed projects. It added a new limited stop bus service on E Street that used the routing of Omnitrans Route 2 (see Exhibit 2.5); and
- **Three (3) Bus Rapid Transit (BRT) alternatives** in the E Street Corridor would implement sbX on different alignments through the Corridor. They use the alignments shown in Exhibit 1.5. Alternatives 1 and 2 use a proposed elevated transitway to cross over I-10.

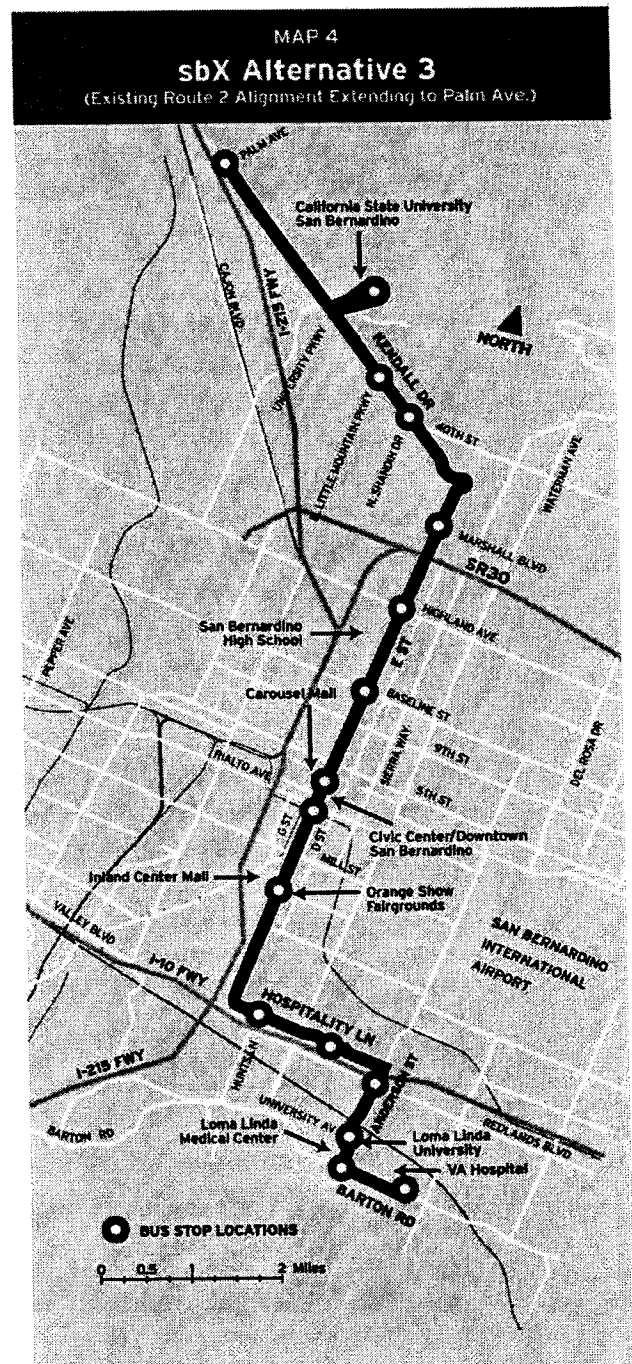
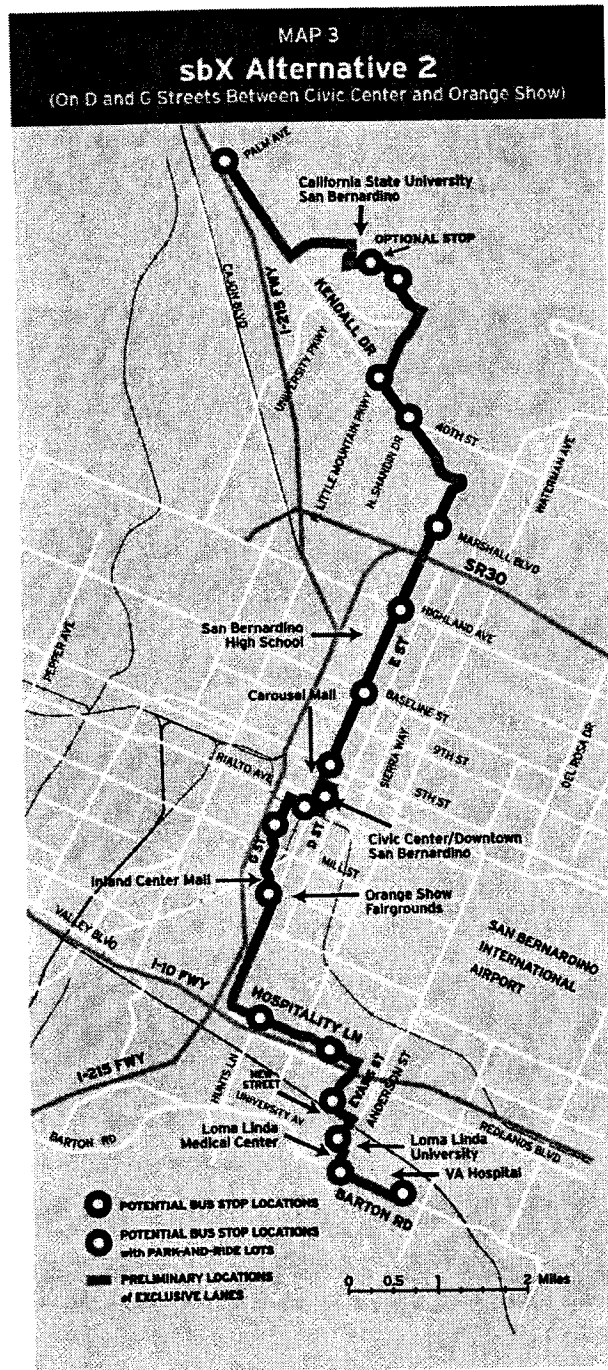


Exhibit 1.5: E Street Transit Alternatives





# Exhibit 1.5 (Continued): E Street Transit Alternatives



The primary objective of the Detailed Alternatives Analysis was to evaluate the five final alternatives (two baselines and three BRT Build) and their alignments and select the highest ranked alternatives/alignments for consideration as the Locally Preferred Alternative (LPA).

The evaluation was conducted in two stages. First, the five alternatives including the three (3) BRT alternatives were compared to each other. Then, for the BRT alternatives, alignments were evaluated in the north, downtown, central and southern portions of the Corridor to determine how they compared against each other based on the MOEs.

For most of the MOEs in the evaluation, quantitative values were calculated such as for ridership forecasts, costs and cost-effectiveness. However, some MOE values were qualitative in nature such as community support and land use conformity

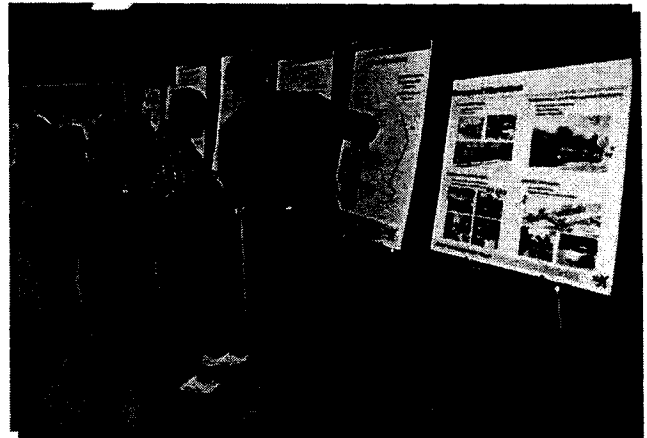
### ***Input from Stakeholders and the General Public***

Continuous input was received from key corridor stakeholders and the general public from the system planning phase through the completion of the detailed Alternatives Analysis.

The public involvement program for the conceptual alternatives analysis phase elicited comments on the four types of Transportation Modal Alternatives: the No-Build, Transportation Systems Management (TSM), Bus Rapid Transit (BRT) and Light Rail Transit (LRT). In addition, the individual alignment alternatives for the North, Downtown, Central and Southern portions of the E Street Corridor were scrutinized and commented on in several different forums held throughout the Corridor. The process involved the following meetings, conferences, and workshops held during February and March 2005:

- February 7<sup>th</sup> sbX Leadership Conference held at the Radisson Hotel in downtown San Bernardino was attended by over 100 Elected Officials, Business Leaders/Professionals, Agency Representatives, transit riders, and members of the general public. The attendees were grouped into three

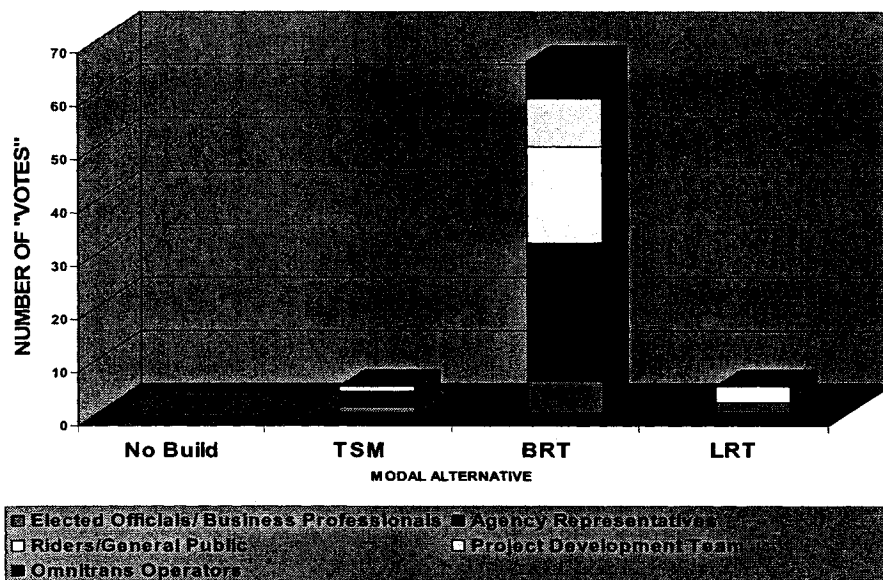
delegations and rotated to three different topical venues at the conference. The attendees were given an opportunity to turn in comment sheets and indicate their preferences on transportation modes and specific alignment choices for each of the four portions of the E Street Corridor.



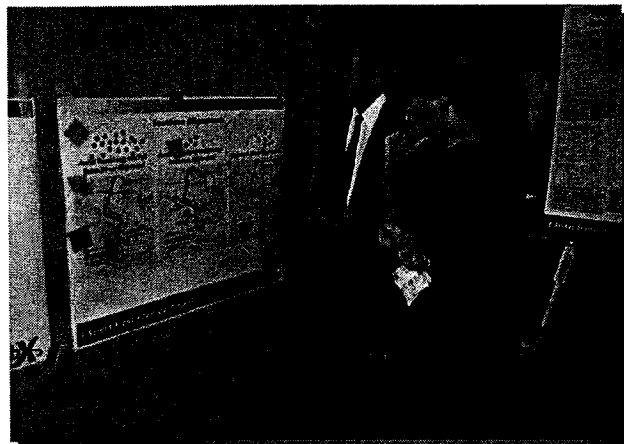
- February 9<sup>th</sup> Public Open House at the Feldheym Public Library in central San Bernardino was attended by over 30 members of the general public, including Omnitrans riders. The Open House was set up in a manner identical to the sbX Leadership Conference with attendees rotating between three topical stations and indicating their preferences on transportation modal options and alignments for each of the 4 geographic groupings in the Corridor. Those present were asked to indicate which mode of transit they preferred to see built in the E Street Corridor. They overwhelmingly selected BRT over LRT (Exhibit 1.6).
- February 23<sup>rd</sup> Project Development Team (PDT) Meeting held at the City of San Bernardino – Economic Development Agency. PDT members attending the meeting were asked to select their choices of alignments by geographic grouping. After weighing the technical information, PDT members unanimously supported the selection of BRT over LRT as the preferred mode to carry forward into Detailed Alternatives Analysis.

Exhibit 1.6: Preferences Reported in Community Workshops

## PREFERENCES REPORTED IN COMMUNITY WORKSHOPS



- March 1<sup>st</sup> and 2<sup>nd</sup> Workshops with Omnitrans Coach Operators and Administrative staff. Attendees were asked to select their choice of alignment by geographic grouping in the E Street Corridor.



- February 15<sup>th</sup> presentation to the Planning and Productivity Committee (PPC) of the Omnitrans Board of Directors.

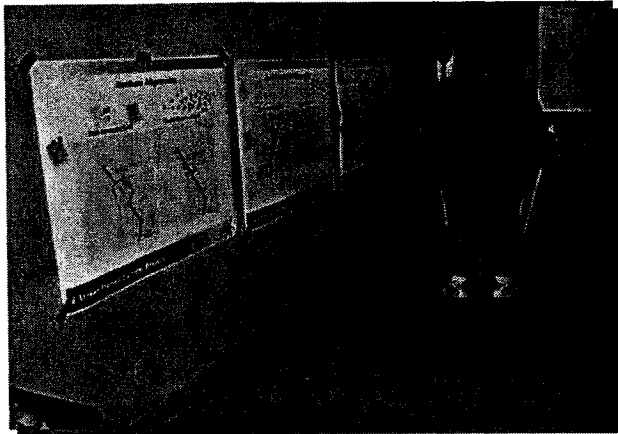
To assist in the evaluation of the detailed alternatives for the E Street Corridor, a comprehensive public involvement program and stakeholder outreach was conducted to determine which segments of those alternatives and station locations were supported locally within the Corridor. During the spring and summer of 2005, a series of stakeholder meetings were held throughout the Corridor to obtain stakeholder support for the E Street Transit Corridor Project and receive input on specific station siting and alignments. This input, along with the October 19, 2005, public open house/workshop, provided the Project Development Team (PDT) with information on which alignments will be supported locally in the E Street Corridor.

- February 17<sup>th</sup> meeting of the SCAG Regionally Significant Transportation Improvement Strategy (RSTIS) Peer Review Committee held at the Southern California Association of Government's office in Los Angeles.

The final set of five detailed alternatives was presented to the following forums for review and comment:

- Stakeholders meetings/workshops with key staff from the Cities of San Bernardino and Loma Linda, California State University-San Bernardino (CSUSB), the Inland Center Mall, Loma Linda University Medical Center and the VA Hospital.
- A community open house/workshop held on October 19, 2005, at the Feldeym Public Library in Central San Bernardino.
- Project Development Team (PDT) workshops on detailed alternatives held on July 27, August 24, and October 26, 2005.

Prior to the October 19 Public Open House/Workshop, a project information mailer was sent out to over 10,000 households. The mailer portrayed the alternatives, provided information on their performance, and encouraged the general public to view study documents on the project web site - [www.estreet-sbX.com](http://www.estreet-sbX.com) – and comment on the alternatives. Omnitrans also provided telephone numbers in the mailer for the public to call with comments. Numerous comments were received from the general public through the media.



The October 19, 2005, public open house was set up with specific workstations that presented information on the performance of each of the five detailed alternatives. The public was shown information on the performance of the competing segments in the north, downtown, central and southern portions of the Corridor. The competing segments were:

- North: Kendall/University “front side” entrance and station at CSUSB versus a “backside” entrance to the campus that uses Little Mountain and a new internal Campus Road with a backside station.
- Downtown: An alignment straight down E Street versus a D Street alignment.
- Central: An alignment straight down E Street versus a G Street alignment to the Inland Center Mall.
- South in Loma Linda: A transitway over the I-10 Freeway to the proposed Evans Street Corridor versus an alignment on Anderson. A third option uses Evans in the northern portion of Loma Linda and Anderson in the south.

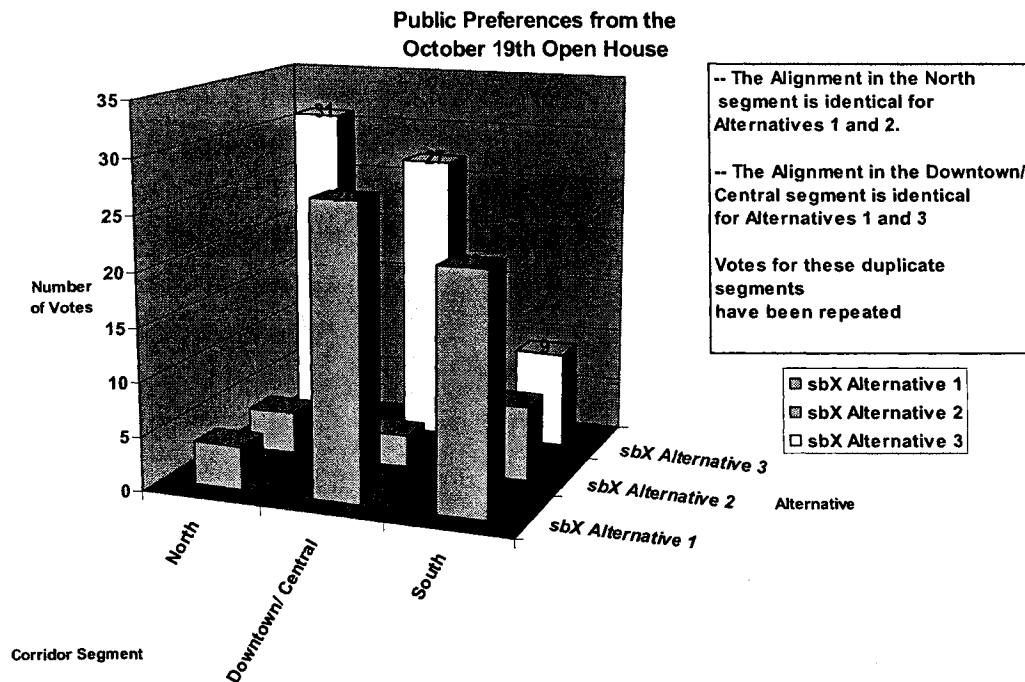
The workshop was attended by over 70 members of the general public. After viewing project exhibits, the public workshop attendees were asked to identify the alignments they felt best met the various categories of evaluation criteria. The alignments that the general public liked best (Exhibit 1.7) were recorded and documented for consideration by the Project Development Team (PDT).

Workshops were also held with Corridor stakeholders to determine which station locations and alignments were supported and fit best into local master plans and growth plans. Both CSUSB and LLUMC have new Campus Master Plans and gave the Project Team specific input on their preferences. For CSUSB, the preferred alignment is that shown in Alternative 3. It is a “front side” station at the entrance to the Campus that CSUSB officials felt worked best for their future Campus Expansion Plans.

Similarly for LLUMC, officials were able to provide clear direction on station siting and their strong support for the Evans Street Alignment. Until the entire Evans Street Corridor is developed in the future, the alignment shown in Alternative 2 may be appropriate as a short-term operational segment.

To determine how strongly supported each alternative is by stakeholders and the public, specific ranking information was collected at the above forums and was used in the comprehensive evaluation of the detailed alternatives.

*Exhibit 1.7: Public Preferences from the October 19<sup>th</sup> Open House*



### **Findings from the Evaluation and Candidate LPA**

Based on the comprehensive technical evaluation presented in this report and public/stakeholder input, the candidate Locally Preferred Alternative (LPA) for the E Street Project contains the following geographic segments.

- The northern portion from Kendall/Palm to SR-30 is the alignment included in Alternative 3. The primary reasons for this are its directness of service, support from CSUSB stakeholders, and its service to neighborhoods along Kendall Drive.
- The downtown portion along E Street is the alignment included in Alternatives 1 and 3. The E Street alignment does remove some parking, but its impacts are far less than those associated with D Street where the taking of a lane of traffic would be needed as well as the removal of parking. The City of San Bernardino favors the E Street alignment over the D Street alignment for the above reasons. The E Street alignment also provides a more direct service through the downtown area and is seen as having the

potential to positively influence future development at the Carousel Mall.

- The central portion from Rialto to Hospitality Lane is the alignment included in Alternatives 1 and 3. It is more of a direct connection than the G Street alignment and is favored by Inland Center Mall stakeholders who prefer a station on E Street near the mall.
- The southern portion from the Hospitality Lane Commercial Area to the VA Hospital uses the elevated transitway over I-10 to the Evans Street Corridor.

The locally adopted LPA is shown in Exhibit 1.8 with detail about its performance shown in Table 1.1. It is possible that the entire Evans Street Corridor may not be complete when the LPA is constructed and open for service. If that is the case, a short-term LPA is also included (see Exhibit 1.9) which uses the northern portion of Evans Street and then crosses over to Anderson Street using a proposed connector road. If the northern segment of Evans Street has not been built by the time the sbX project opens, temporary service will commence on Anderson. Table 1.2 shows the performance of the short-term LPA.

Exhibit 1.8: Locally Preferred Alternative

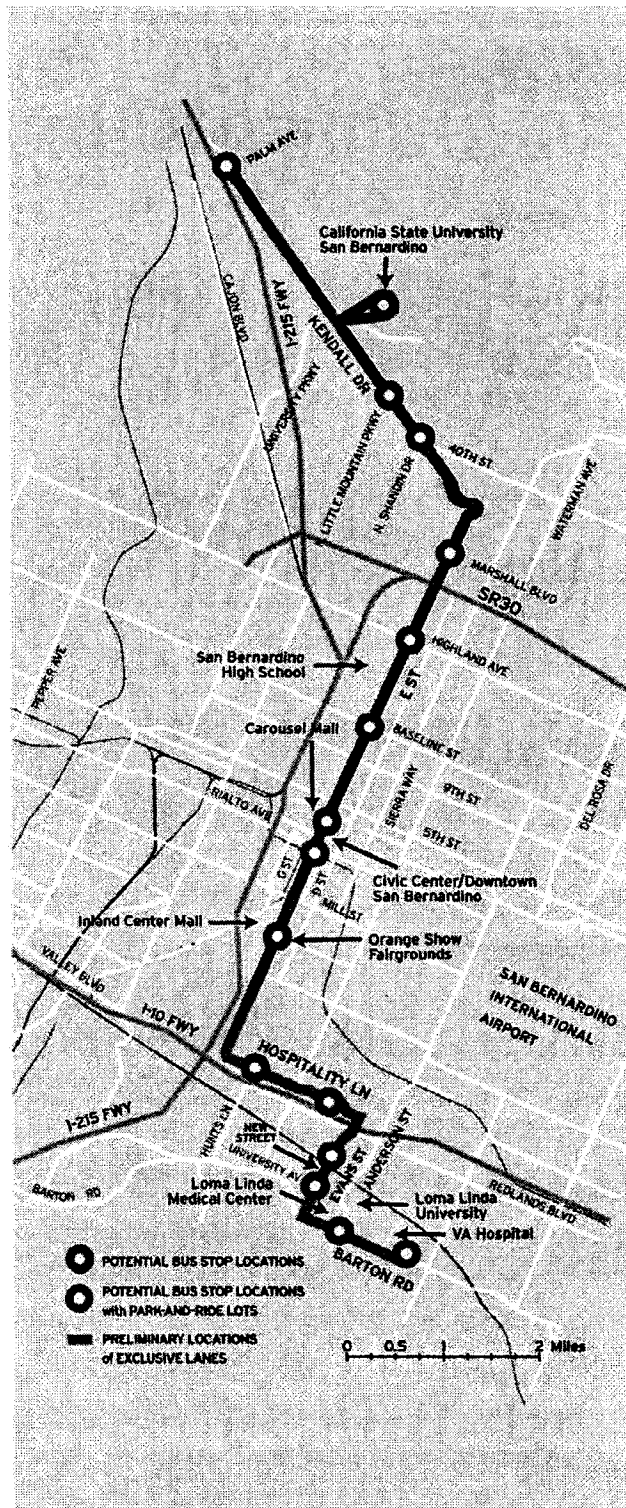




Table 1.1: Locally Preferred Alternative

Station Location	P+R Spaces	Distance in Miles	Queue Jumper	Acquisition/Easement Required	
				Area Required within 300' on either side of intersection (square foot)	Remarks
Kendall at Palm Ave.	80	0.00	Yes	44,000	Includes Park and Ride (surface parking), ROW for 300' south of intersection even though station is further south. Joint development potential on 12.8 acre vacant site
CSUSB-South		2.41		2,700	Removes some landscaping
Kendall Dr. at N. Little Mountain Dr.		1.35	Yes	900	May be difficult due to extremely narrow sidewalks
Kendall Dr. at Shandin Hills/40th St.		0.68	Yes		
E Street at Marshall Blvd.	150	1.58	Yes	55,000	Park and Ride (surface parking)
E St. at Highland Ave.		0.92	No		With Sidewalk Extension
E St. at Baseline St.		1.00	No		With Sidewalk Extension
E St. at Carousel Mall		1.09			Curb extension
E St. at Rialto Ave. north of RR	170	0.38		3,000	Park and Ride (surface parking) On Intermodal Transportation Center (Transcenter) site (Prior acquisition assumed)
E St. at North Mall Way		0.99	No	2,590	Includes linkage up to the bridge and up to the station near Orange Show Fairgrounds. Assumes 5' sidewalk could be added to the bridge (not a part of the project). Does not include linkage to shopping center
Hospitality Lane at Hunts Lane		1.70		7,800	Nearside Stop for EB
Hospitality Lane east of Carnegie Drive		0.92		8,400	
Evans Street at Academy Wy.	440	0.85		176,000	Includes Park and Ride (surface parking)
Evans St. at University Ave.		0.47		4,800	
Barton Road. at Anderson St.		0.59		11,400	
Barton Road at Loma Linda Dr.	120	0.93		155,000	Includes shared parking and replacement parking (total 600 spaces). Station and parking for sbX on 1st floor of parking structure, VA parking on levels 2, 3, and 4.
<b>16 Stops *</b>	<b>960</b>	<b>15.86</b>			

\* Excluding Potential Future Stations

Exhibit 1.9: Locally Preferred Alternative (Short Term)

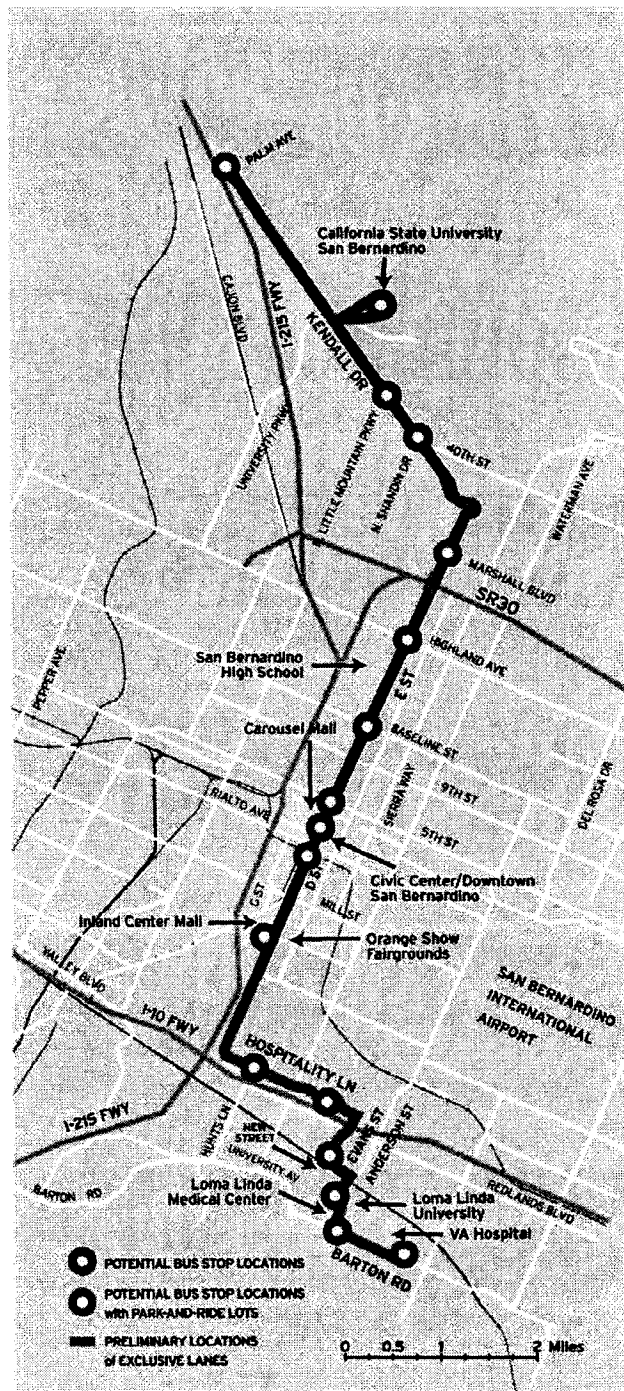




Table 1.2: Locally Preferred Alternative (Short Term)

Station Location	P+R Spaces	Distance in Miles	Queue Jumper	Acquisition/Easement Required	
				Area Required within 300' on either side of intersection (square foot)	Remarks
Kendall at Palm Ave.	80	0.00	Yes	44,000	Includes Park and Ride (surface parking), ROW for 300' south of intersection even though station is further south' Joint development potential on 12.8 acre vacant site.
CSUSB-South		2.41		2,700	Remove some landscaping
Kendall Dr. at N. Little Mountain Dr.		1.35	Yes	900	May be difficult due to extremely narrow sidewalks
Kendall Dr. at Shandin Hills/40th St.		0.68	Yes		
E Street at Marshall Blvd.	150	1.58	Yes	55,000	Park and Ride (surface parking)
E St. at Highland Ave.		0.92	No		With Sidewalk Extension
E St. at Baseline St.		1.00	No		With Sidewalk Extension
E St. at Carousel Mall		1.09			Curb extension
E St. at Rialto Ave. north of RR	170	0.38		3,000	Park and Ride (surface parking) On Intermodal Transportation Center (Transcenter) site (Prior acquisition assumed)
E St. at North Mall Way		0.99	No	2,590	Includes linkage up to the bridge and up to the station near Orange Show Fairgrounds. Assume 5' sidewalk could be added to the bridge (not a part of the project). Does not include linkage to shopping center
Hospitality Lane at Hunts Lane		1.70		7,800	Nearside Stop for EB
Hospitality Lane east of Carnegie Drive		0.92		8,400	
Evans Street at Academy Wy.	440	0.85		176,000	Includes Park and Ride (surface parking)
Anderson St. and Stewart St.		0.54		18,000	
Anderson St. at Barton Road		0.43		16,200	
Barton Road at Loma Linda Drive	120	0.93		155,000	Includes shared parking and replacement parking (total 600 spaces). Station and parking for sbX on 1st floor of parking structure, VA parking on levels 2, 3, and 4.
<b>17 Stops *</b>	<b>960</b>	<b>15.79</b>			

\* Excluding Potential Future Stations

## 1 - Overview

As shown in Table 1.1, the LPA includes 16 stations and is approximately 15.9 miles in length from the Palm/Kendall Station in the north to the VA Hospital and the Loma Linda Transcenter in the south.

The E Street LPA along with the Extension of Metrolink to the proposed San Bernardino Transcenter will create a new multimodal hub at E Street and Rialto that also connects to the proposed Redlands Rail Line (Exhibit 1.10).

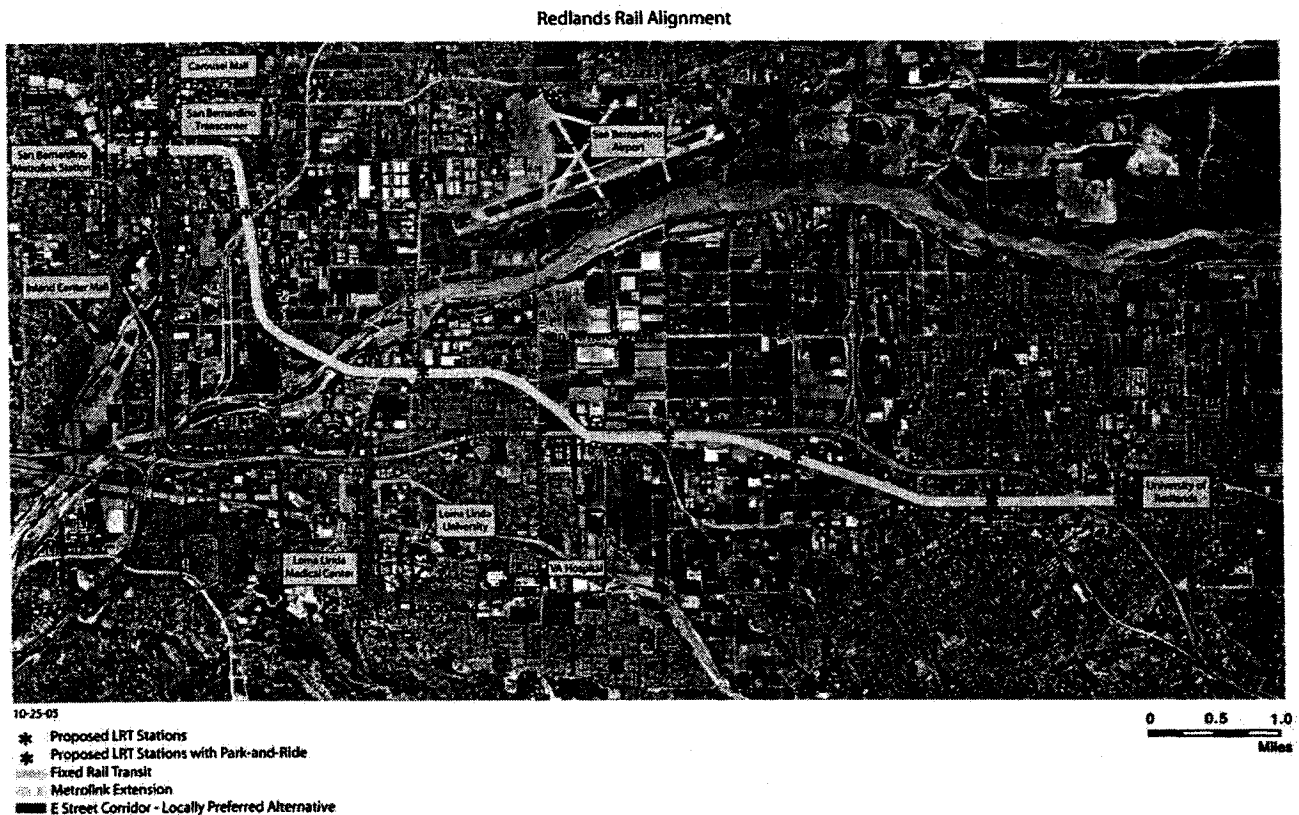
### *Cost-Effectiveness/Benefit Assessment*

The cost effectiveness of the Locally Preferred Alternative was calculated based on the ratio of

the incremental cost of new service, divided by the incremental user benefit of the new service. The cost of new service was expressed in terms of annual dollars required for both capital costs and operating costs. The user benefits of new service were expressed in terms of annual hours of transit travel time savings.

The cost benefits of the LPA Alternative, as compared to the TSM Alternative, are summarized in Table 1.3. The data in this table showed that the cost effectiveness of the LPA Alternative is \$12.53 per hour of transit travel time savings.

*Exhibit 1.10: Redlands Rail Alignment*



*Table 1.3: Cost Effectiveness of LPA in Compared to TSM*

Alternative	Annual Capital and Operating Cost	Annual Time Savings Benefit (Hours)	Cost Effectiveness (per Hour of Benefit)
TSM	\$21,493,000	-	-
LPA	\$24,763,000	261,000	\$12.53

### **Next Steps in the Project Development Process**

**LPA Adoption and Inclusion in the SCAG RTP.** The selection of the Locally Preferred Alternative (LPA) was determined by the PDT on October 26, 2005 based on the results of the detailed alternatives analysis and input from the general public, stakeholders, and agencies. As shown in Table 1.4, the recommendations of the PDT were presented to the Omnitrans Planning and Productivity Committee (PPC) on November 9, 2005, SANBAG's Plans & Programs Committee on November 16 and was adopted by the Omnitrans and SANBAG Boards on December 7, 2005. The LPA was also adopted by the San Bernardino and Loma Linda City Councils in December 2005.

*Table 1.4: Status and Next Steps*

• Project Development Team Recommended the LPA on October 26, 2005
• Omnitrans Board PPC – November 9, 2005 (Approved)
• SANBAG PPC – November 16, 2005 (Approved)
• San Bernardino City Council – December 5, 2005 (Approved)
• Omnitrans Board – December 7, 2005
• SANBAG Board – December 7, 2005
• Loma Linda City Council – Early 2006
• SCAG RSTIS Committee – January 19, 2006
• PDT Member Organizations – January through March, 2006
• Federal Transit Administration (FTA) – March/April, 2006

Upon completion of all local adoptions, Omnitrans will receive a Letter of Completion from the Southern California Association of Governments (SCAG). The Letter of Completion is issued by SCAG's Regionally Significant Transportation Investment Strategy (RSTIS) Committee.

Next, SANBAG and Omnitrans will nominate the LPA as part of the package of projects from San Bernardino County for inclusion in the next update of the Regional Transportation Plan (RTP) in early 2006. Then the LPA is taken before the appropriate SCAG RTP Committees for consideration in the next RTP's Adopted Plans and Programs list.

### **Transition into Preliminary Engineering and Environmental Studies**

In addition to the LPA Report, several activities and deliverables need to be produced prior to the commencement of Preliminary Engineering and Environmental Studies.

**Scope of Work for Detailed Alternatives Analysis.** For environmental transition, a scope of work will be prepared by the Project Team for a Detailed Environmental Analysis that will be performed under the guidelines of the National Environmental Protection Act (NEPA).

**Prepare Financial Plan.** The following steps will be conducted in preparing the financial plan.

**Identify Federal Funding Sources.** The first task in developing the Financial Plan will be to identify the capital funding sources available from the Federal Government. One issue to be specifically addressed is the pros and cons of seeking Section 5309 New Starts funding. Depending on the cost and service plan of the BRT project, it may be more advantageous to enter the new "small starts" category of funding which has a federal participation cap of \$75 million. This would enable the BRT project to enter a more streamlined New Starts rating process. To accomplish this task, the Project Team will evaluate various Federal funding programs available to Omnitrans.

## Evaluate Sources of Funding for Local Match.

The next task will be to evaluate funding sources for the local match of Federal funds. The degree of local match funding will be a major factor in the FTA's New Starts project evaluation process. A high level of matching funds from state and local sources demonstrates both that the project has strong local support, and that the Federal participation would be leveraged to a greater extent than for competing projects with lower matching levels from other metropolitan areas.

The local match requirement for the capital costs will be segmented and evaluated by type of capital expenditure. For example, potential joint-use facilities and opportunities for public/private partnerships will be evaluated as an opportunity for private investment to fund a portion of the capital cost. Vehicle costs will be assessed for a lease-purchase option in order to reduce the initial capital outlay.

**Stability and Reliability Analysis.** Once the Financial Plan is developed, the next task will be to evaluate the plan's ability to deal with funding contingencies such as delays in federal funding, changes in local economic activity, and some degree of unforeseen cost escalation. In order to evaluate the stability and reliability of the funding plan, two types of "What if" analysis will be done. A stability analysis will be performed to measure the plan's ability to withstand changes in the driving variables in the sources of revenue. The plan should be able to manage a reasonable amount of changes in the underlying assumptions without unduly impacting the funding requirements of the plan. Changes in economic growth projections, unanticipated declines in ridership, or adverse changes to the level of inflation should be the type of variables the plan should be able to withstand. A reliability analysis will be performed to measure the plan's ability to be influenced by changes in the legislative and political environment.

**Risk Analysis.** In the cost side, each major component of the transportation system will be reviewed to ensure that sufficient allowance has been made to deal with unforeseen contingencies. This analysis will essentially measure the plan's ability to manage cost overruns and unanticipated delays and expenses beyond the planned expenditure levels.

**Prepare Draft Program Management Plan.** A Draft Program Management Plan will be prepared as required by FTA prior to approval for entry into Preliminary Engineering. The Draft Program Management Plan will include:

- Roles and Responsibilities of Key Participants;
- Quality Control and Assurance;

POTENTIAL FUNDING SOURCES FOR LOCAL MATCH	
State and Local Funds	<ul style="list-style-type: none"> <li>• State Transit Assistance Funds</li> <li>• Transit Development Act (TDA) Funds</li> <li>• Motor Fuel Taxes</li> <li>• Vehicle Registration Fees</li> <li>• Special Purpose Local Option Sales Taxes</li> <li>• Special Tax Allocation Districts</li> </ul>
Ancillary Revenues (Net of Cost of Operating)	<ul style="list-style-type: none"> <li>• Parking Fees</li> <li>• Concessions</li> <li>• Advertising</li> <li>• Joint Development</li> <li>• Public / Private Partnerships</li> </ul>
Innovative Financing Tools	<ul style="list-style-type: none"> <li>• Capital Leases – Lease / Lease Back Program</li> <li>• Vendor Financing of Rolling Stock</li> <li>• Lease – Purchase Procurements</li> <li>• Various Short-Term Financing Programs</li> </ul>

- Design Management;
- Real Estate and Other Property Acquisition;
- Risk Management;
- Safety and Security;
- Construction and Procurement Management;
- Testing and Preparation for Revenue Start-Up;
- Human Resources;
- Labor Relations and Dispute Resolution; and
- Legal Requirements, Assurances and Agreements.

**Prepare New Starts Report.** A New Starts Report will be prepared for submittal to FTA. This report will include:

- Project Justification Information (mobility improvements, environmental benefits, operating efficiencies, cost effectiveness,

transit supportive existing land use policies, and future patterns, and other factors);

- Financial Plan (proposed share from sources other than Section 5309 New Starts, strength of proposed capital funding plan, ability to fund operation and maintenance);
- Fleet Management Plan; and
- Draft Program Management Plan.

**Prepare Request to Enter PE.** A formal request for approval to enter Preliminary Engineering will be prepared for submittal to FTA.

**Transition to Preliminary Engineering.**

Transition to Preliminary Engineering will involve the preparation of the Administrative Record

(project files) and a scope of work that Omnitrans can use to supplement this contract.

Documents Needed for Transition to PE
LPA Report
20-Year Capital Program Financial Plan
20-Year Operating Program Financial Plan
20-Year Cash Flow
Draft Program Management Plan
New Starts Report
Fleet Management Plan
Request to Enter Preliminary Engineering
Administrative Record

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## CHAPTER 2 - CAPITAL COSTS

The calculation of the Capital Costs for the various alternatives was assembled from four elements, which were summarized into the Standard Cost Categories (SCC) "Main Spreadsheet".

Tables 2.1 through 2.4 show two pages of the SCC; the "Main Spreadsheet" and "BUILD Annualized", for the Long-Term and Short-Term LPAs. Please note that costs are entered into the spreadsheet in thousands of dollars. This means that an entry of 472 represents \$472,000 and an entry of 20,100 represents a cost of \$20,100,000. The line items described below refer to those labeled on these Tables.

Those elements that contributed to the Capital Cost calculation are:

- **Right of Way Summary Sheets.** As part of the corridor definition and right-of-way analysis, a series of spreadsheets was constructed to compute where acquisition may be required. These spreadsheets

provide estimates of the cost of real estate required to accommodate widening in the Corridor. In addition, they estimate the amount of the Corridor subject to roadway modification, as well as the length subject to simple re-striping. This provides input to line items 10.02, 10.03, and 60.01 in the SCC.

- **Structure Estimates.** These estimates provided cost estimates for the various structures (e.g. bridge widening) required for the various alternatives. Those components of cost for line items in the 80s, and line 90 of the SCC are computed separately for the entire Alternative.
- **Station Costing.** These provided estimates for capital costs for the stations. The station costing was comprised of a large number of elements, resulting in many entries in the SCC. The station costing spreadsheet, shown in Table 2.5, provided input to line items 20.01, 20.06, 40.05, 40.06, 40.07, 50.05, 50.06, and 60.01.

## 2 - Capital Costs

Table 2.1: Major Capital Project Costs (Long-Term LPA)

Major Capital Project Costs - Main Worksheet (Rev. 1, Jan. 21, 2005)										
Project	E-Street BRT - LPA (Long-Term)			Today's Date	10/6/05					
Location	San Bernardino, CA			Yr of Base Year Dollars	2005					
Project ID	XXXX (TEAM-Fast Track Cross-Ref. ID - automatically assigned by Fast Track; call to obtain)									
Phase AA				Yr of Revenue Ops	2010					
Contracting Method: Design Bid Build, Design Build, CM at Risk, etc.				Forecast Year	2030					
Number of Route Miles: 15.55				Number of Stations: 16						
Base Year Dollars Total should match Base Year Dollars Total on the Allocated Contingency worksheet.				Quantity	Base Year Dollars Total (X000)	Base Year Dollars Unit Cost (X000)	Base Year Dollars Percentage of Construction Cost	Base Year Dollars Percentage of Total Project Cost	YOE Dollars Total (X000)	Below, please include notes, commentary, etc. to clarify usage of categories and line items, to note special conditions, reasons for cost change, etc.
10 GUIDEWAY & TRACK ELEMENTS (route miles)				9.65	30,875	\$ 3,199	56%	20%	34,920	
10.01 Guideway: At-grade exclusive right-of-way										
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)				4.89	21,688	\$ 4,435				
10.03 Guideway: At-grade in mixed traffic				4.54	321	\$ 71				
10.04 Guideway: Aerial structure				0.22	8,665	\$ 40,295				
10.05 Guideway: Built-up fill										
10.06 Guideway: Underground cut & cover										
10.07 Guideway: Underground tunnel										
10.08 Guideway: Retained cut or fill										
10.09 Track: Direct fixation										
10.10 Track: Embedded										
10.11 Track: Ballasted										
10.12 Track: Special (switches, turnouts)										
10.13 Track: Vibration and noise dampening										
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)				16	11,167	\$ 698	20%	7%	12,587	
20.01 At-grade station, stop, shelter, mall, terminal, platform				16	8,167	\$ 510				
20.02 Aerial station, stop, shelter, mall, terminal, platform										
20.03 Underground station, stop, shelter, mall, terminal, platform										
20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.										
20.05 Joint development										
20.06 Automobile parking multi-story structure					3,000					
20.07 Elevators, escalators										
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS				9.65	4,062	\$ 421	7%	3%	4,658	
30.01 Administration Building: Office, sales, storage, revenue counting										
30.02 Light Maintenance Facility					4,062					
30.03 Heavy Maintenance Facility										
30.04 Storage or Maintenance of Way Building										
30.05 Yard and Yard Track										
40 SITEWORK & SPECIAL CONDITIONS				9.65	4,974	\$ 515	9%	3%	5,749	
40.01 Demolition, Clearing, Earthwork										
40.02 Site Utilities, Utility Relocation					989					
40.03 Haz. mat'l, contam'd soil removal/mitigation, ground water treatments										
40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks										
40.05 Site structures including retaining walls, sound walls					608					
40.06 Pedestrian / bike access and accommodation, landscaping					472					
40.07 Automobile, bus, van accessways including roads, parking lots					2,905					
40.08 Temporary Facilities and other indirect costs during construction										
50 SYSTEMS				9.65	3,867	\$ 401	7%	3%	4,425	
50.01 Train control and signals										
50.02 Traffic signals and crossing protection										
50.03 Traction power supply: substations										
50.04 Traction power distribution: catenary and third rail										
50.05 Communications					537					
50.06 Fare collection system and equipment					3,330					
50.07 Central Control										
Construction Subtotal (Sum Categories 10 - 50)				9.65	54,944	\$ 5,694	100%	36%	62,338	
60 ROW, LAND, EXISTING IMPROVEMENTS				9.65	11,950	\$ 1,238		8%	13,691	
60.01 Purchase or lease of real estate					11,950					
60.02 Relocation of existing households and businesses										
70 VEHICLES (number)				33	17,650	\$ 535		12%	20,107	
70.01 Light Rail										
70.02 Heavy Rail										
70.03 Commuter Rail										
70.04 Bus				10	5,000	\$ 500				
70.05 Other				23	12,650	\$ 550				
70.06 Non-revenue vehicles										
70.07 Spare parts										
80 PROFESSIONAL SERVICES				9.65	43,107	\$ 4,467		28%	49,352	
80.01 Preliminary Engineering					6593					
80.02 Final Design					13,736					
80.03 Project Management for Design and Construction					10,989					
80.04 Construction Administration & Management					10,989					
80.05 Insurance					200					
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.					200					
80.07 Surveys, Testing, Investigation, Inspection					200					
80.08 Agency Force Account Work					200					
90 UNALLOCATED CONTINGENCY					25,000			16%	28,698	
Subtotal (Sum Categories 10 - 90)				9.65	152,651	\$ 15,819		100%	174,187	
100 FINANCE CHARGES					0			0%	0	
Total Project Cost (Sum Categories 10 - 100)				9.65	152,651	\$ 15,819		100%	174,187	
YOE Construction Cost per Mile (X000)						\$ 6,460				
YOE Total Project Cost per Mile (X000)						\$ 18,050				
Base Year Soft Costs & Contingency/Construction (90 + 90) / (10 thru 50)						124%				

Enter finance charges on Inflation Calculation to YOE worksheet.



**Table 2.2: Major Capital Project Costs (Long-Term LPA)  
(Annualized Cost)**

Major Capital Project Costs - BUILD Annualized Cost (Template 8) (Rev. 1, Jan. 21, 2005)									
Project	E-Street BRT - LPA (Long-Term)					Today's Date	10/6/05		
Location	San Bernardino, CA					Yr of Base Year Dollars	2005		
<div>For the BUILD alternative, simply spread the Contingency according to perceived Risks. When the project includes buses, insert the appropriate Annualization Factor. The rest is automatically calculated.</div>		Quantity	Base Year Dollars Total (X000)	Spread proportionally Professional Services over Categories 10 through 50 (X000)	Spread Unallocated Contingency according to perceived Risks (X000)	Total with Professional Services and Unallocated Contingency spread (X000)	Years of Useful Life	Annualization Factor (based on 7% rate) [0.7/1 - (1.07)^- no. yrs]	Annualized Cost = Total with Professional Services and Contingency spread x Ann. Factor (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)		9.65	30,875			60,097			4,637
10.01 Guideway: At-grade exclusive right-of-way		0.00	0	0	5,000	5,000	80	0.0703	352
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)		4.89	21,688	17,016		38,704	30	0.0806	3,119
10.03 Guideway: At-grade in mixed traffic		4.54	321	252		574	20	0.0944	54
10.04 Guideway: Aerial structure		0.22	8,865	6,955		15,820	80	0.0703	1,112
10.05 Guideway: Built-up fill		0.00	0	0		0	80	0.0703	0
10.06 Guideway: Underground cut & cover		0.00	0	0		0	70	0.0706	0
10.07 Guideway: Underground tunnel		0.00	0	0		0	70	0.0706	0
10.08 Guideway: Retained cut or fill		0.00	0	0		0	80	0.0703	0
10.09 Track: Direct fixation			0	0		0	30	0.0806	0
10.10 Track: Embedded			0	0		0	20	0.0944	0
10.11 Track: Ballasted			0	0		0	35	0.0772	0
10.12 Track: Special (switches, turnouts)			0	0		0	30	0.0806	0
10.13 Track: Vibration and noise dampening			0	0		0	30	0.0806	0
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)		16	11,167			24,928			1,770
20.01 At-grade station, stop, shelter, mall, terminal, platform		16	8,167	6,407	5,000	19,574	70	0.0706	1,382
20.02 Aerial station, stop, shelter, mall, terminal, platform		0	0	0		0	70	0.0706	0
20.03 Underground station, stop, shelter, mall, terminal, platform		0	0	0		0	70	0.0706	0
20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.		0	0	0		0	70	0.0706	0
20.05 Joint development		0	0	0		0	70	0.0706	0
20.06 Automobile parking multi-story structure		0	3,000	2,354		5,354	50	0.0725	388
20.07 Elevators, escalators		0	0	0		0	30	0.0806	0
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS			4,062			9,248			670
30.01 Administration Building: Office, sales, storage, revenue counting			0	0		0	50	0.0725	0
30.02 Light Maintenance Facility			4,062	3,186	2,000	9,248	50	0.0725	670
30.03 Heavy Maintenance Facility			0	0		0	50	0.0725	0
30.04 Storage or Maintenance of Way Building			0	0		0	50	0.0725	0
30.05 Yard and Yard Track			0	0		0	80	0.0703	0
40 SITEWORK & SPECIAL CONDITIONS			4,974			9,877			863
40.01 Demolition, Clearing, Earthwork			0	0		0	100	0.0701	0
40.02 Site Utilities, Utility Relocation			989	776		1,765	100	0.0701	124
40.03 Haz. mat'l, contam'd soil removal/mitigation, ground water treatments			0	0		0	100	0.0701	0
40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks			0	0		0	100	0.0701	0
40.05 Site structures including retaining walls, sound walls			608	477		1,085	80	0.0703	76
40.06 Pedestrian / bike access and accommodation, landscaping			472	370		842	20	0.0944	80
40.07 Automobile, bus, van accessways including roads, parking lots			2,905	2,279	1,000	6,184	20	0.0944	584
40.08 Temporary Facilities and other indirect costs during construction			0	0		0	100	0.0701	0
50 SYSTEMS			3,867			7,901			746
50.01 Train control and signals			0	0		0	30	0.0806	0
50.02 Traffic signals and crossing protection			0	0		0	30	0.0806	0
50.03 Traction power supply: substations			0	0		0	40	0.0750	0
50.04 Traction power distribution: catenary and third rail			0	0		0	30	0.0806	0
50.05 Communications			537	421		958	20	0.0944	90
50.06 Fare collection system and equipment			3,330	2,613	1,000	6,943	20	0.0944	655
50.07 Central Control			0	0		0	30	0.0806	0
Construction Subtotal (Sum Categories 10 - 50)			54,944			112,051			8,686
60 ROW, LAND, EXISTING IMPROVEMENTS			11,950			22,950			1,608
60.01 Purchase or lease of real estate			11,950		11,000	22,950	100	0.0701	1,608
60.02 Relocation of existing households and businesses			0			0	100	0.0701	0
70 VEHICLES (number)		33	17,650			17,650			1,938
70.01 Light Rail		0	0			0	25	0.0858	0
70.02 Heavy Rail		0	0			0	25	0.0858	0
70.03 Commuter Rail		0	0			0	25	0.0858	0
70.04 Bus		10	5,000			5,000	12 to 18	0.1098	549
70.05 Other		23	12,650			12,650	varies	0.1098	1,389
70.06 Non-revenue vehicles		0	0			0	varies		0
70.07 Spare parts		0	0			0	varies		0
80 PROFESSIONAL SERVICES			43,107						
80.01 Preliminary Engineering			6,593						
80.02 Final Design			13,736						
80.03 Project Management for Design and Construction			10,989						
80.04 Construction Administration & Management			10,989						
80.05 Insurance			200						
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.			200						
80.07 Surveys, Testing, Investigation, Inspection			200						
80.08 Agency Force Account Work			200						
90 UNALLOCATED CONTINGENCY			25,000						
Subtotal (Sum Categories 10 - 90)			152,651	43,107	25,000	152,651			12,233

## 2 - Capital Costs

Table 2.3: Major Capital Project Costs (Short-Term LPA)

Major Capital Project Costs - Main Worksheet (Rev. 1, Jan. 21, 2005)							
Project	E-Street BRT - LPA (Short Term)				Today's Date	10/6/05	
Location	San Bernardino, CA				Yr of Base Year Dollars	2005	
Project ID	XXXX (TEAM-Fast Track Cross-Ref. ID - automatically assigned by Fast Track; call to obtain)				Yr of Revenue Ops	2010	
Contracting Method					Design Bid Build, Design Build, CM at Risk, etc.	Forecast Year	2030
Number of Route Miles					15.66	Number of Stations	16
<div style="border: 1px solid black; padding: 2px; width: fit-content;">Base Year Dollars Total should match Base Year Dollars Total on the Allocated Contingency worksheet.</div>							
	Quantity	Base Year Dollars Total (X000)	Base Year Dollars Unit Cost (X000)	Base Year Dollars Percentage of Construction Cost	Base Year Dollars Percentage of Total Project Cost	YOE Dollars Total (X000)	
10 GUIDEWAY & TRACK ELEMENTS (route miles)	9.75	32,383	\$ 3,321	57%	21%	36,724	
10.01 Guideway: At-grade exclusive right-of-way							
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)	5.05	22,398	\$ 4,435				
10.03 Guideway: At-grade in mixed traffic	4.48	317	\$ 71				
10.04 Guideway: Aerial structure	0.22	9,668	\$ 43,945				
10.05 Guideway: Built-up fill							
10.06 Guideway: Underground cut & cover							
10.07 Guideway: Underground tunnel							
10.08 Guideway: Retained cut or fill							
10.09 Track: Direct fixation							
10.10 Track: Embedded							
10.11 Track: Ballasted							
10.12 Track: Special (switches, turnouts)							
10.13 Track: Vibration and noise dampening							
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	16	11,167	\$ 698	20%	7%	12,587	
20.01 At-grade station, stop, shelter, mall, terminal, platform	16	6,167	\$ 510				
20.02 Aerial station, stop, shelter, mall, terminal, platform							
20.03 Underground station, stop, shelter, mall, terminal, platform							
20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.							
20.05 Joint development							
20.06 Automobile parking multi-story structure		3,000					
20.07 Elevators, escalators							
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	9.75	4,062	\$ 417	7%	3%	4,658	
30.01 Administration Building: Office, sales, storage, revenue counting							
30.02 Light Maintenance Facility		4,062					
30.03 Heavy Maintenance Facility							
30.04 Storage or Maintenance of Way Building							
30.05 Yard and Yard Track							
40 SITEWORK & SPECIAL CONDITIONS	9.75	4,913	\$ 504	9%	3%	5,676	
40.01 Demolition, Clearing, Earthwork							
40.02 Site Utilities, Utility Relocation		1,017					
40.03 Haz. mat'l, contam'd soil removal/mitigation, ground water treatments							
40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks							
40.05 Site structures including retaining walls, sound walls		624					
40.06 Pedestrian / bike access and accommodation, landscaping		472					
40.07 Automobile, bus, van accessways including roads, parking lots		2,800					
40.08 Temporary Facilities and other indirect costs during construction							
50 SYSTEMS	9.75	3,867	\$ 397	7%	2%	4,425	
50.01 Train control and signals							
50.02 Traffic signals and crossing protection							
50.03 Traction power supply: substations							
50.04 Traction power distribution: catenary and third rail							
50.05 Communications		537					
50.06 Fare collection system and equipment		3,330					
50.07 Central Control							
Construction Subtotal (Sum Categories 10 - 50)	9.75	56,392	\$ 5,784	100%	36%	64,070	
60 ROW, LAND, EXISTING IMPROVEMENTS	9.75	12,888	\$ 1,322		8%	14,813	
60.01 Purchase or lease of real estate		12,888					
60.02 Relocation of existing households and businesses							
70 VEHICLES (number)	33	17,650	\$ 535		11%	20,107	
70.01 Light Rail							
70.02 Heavy Rail							
70.03 Commuter Rail							
70.04 Bus	10	5,000	\$ 500				
70.05 Other	23	12,650	\$ 550				
70.06 Non-revenue vehicles							
70.07 Spare parts							
80 PROFESSIONAL SERVICES	9.75	44,222	\$ 4,536		28%	50,686	
80.01 Preliminary Engineering		6767					
80.02 Final Design		14,098					
80.03 Project Management for Design and Construction		11,278					
80.04 Construction Administration & Management		11,278					
80.05 Insurance		200					
80.06 Legal: Permits; Review Fees by other agencies, cities, etc.		200					
80.07 Surveys, Testing, Investigation, Inspection		200					
80.08 Agency Force Account Work		200					
90 UNALLOCATED CONTINGENCY		25,000			16%	28,698	
Subtotal (Sum Categories 10 - 90)	9.75	156,151	\$ 16,015		100%	178,374	
100 FINANCE CHARGES		0			0%	0	
Total Project Cost (Sum Categories 10 - 100)	9.75	156,151	\$ 16,015		100%	178,374	
YOE Construction Cost per Mile (X000)			\$ 6,571				
YOE Total Project Cost per Mile (X000)			\$ 18,295				
Base Year Soft Costs & Contingency/Construction (80 + 90) / (10 thru 50)			123%				

Enter finance charges on Inflation Calculation to YOE worksheet.

Below, please include notes, commentary, etc. to clarify usage of categories and line items, to note special conditions, reasons for cost change, etc.

Year of Base Year Dollars should match year in "Today's Date."

YOE Dollars automatically arrive from Inflation Calculation to YOE worksheet.

**Table 2.4: Major Capital Project Costs (Short-Term LPA)  
(Annualized Cost)**

Major Capital Project Costs - BUILD Annualized Cost (Template 8) (Rev. 1, Jan. 21, 2005)								
Project	E-Street BRT - LPA (Short Term)					Today's Date	10/6/05	
Location	San Bernardino, CA					Yr of Base Year Dollars	2005	
<div>For the BUILD alternative, simply spread the Contingency according to perceived Risks. When the project includes buses, insert the appropriate Annualization Factor. The rest is automatically calculated.</div>								
	Quantity	Base Year Dollars Total (X000)	Spread proportionally Professional Services over Categories 10 through 50 (X000)	Spread Unallocated Contingency according to perceived Risks (X000)	Total with Professional Services and Unallocated Contingency spread (X000)	Years of Useful Life	Annualization Factor (based on 7% rate) $[.07/1 - (1.07)^{-n}]$ no. yrs	Annualized Cost = Total with Professional Services and Contingency spread x Ann. Factor (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)	9.75	32,383			62,777			4,838
10.01 Guideway: At-grade exclusive right-of-way	0.00	0	0	5,000	5,000	80	0.0703	352
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)	5.05	22,398	17,564		39,962	30	0.0806	3,220
10.03 Guideway: At-grade in mixed traffic	4.48	317	249		566	20	0.0944	53
10.04 Guideway: Aerial structure	0.22	9,668	7,582		17,250	80	0.0703	1,213
10.05 Guideway: Built-up fill	0.00	0	0		0	80	0.0703	0
10.06 Guideway: Underground cut & cover	0.00	0	0		0	70	0.0706	0
10.07 Guideway: Underground tunnel	0.00	0	0		0	70	0.0706	0
10.08 Guideway: Retained cut or fill	0.00	0	0		0	80	0.0703	0
10.09 Track: Direct fixation		0	0		0	30	0.0806	0
10.10 Track: Embedded		0	0		0	20	0.0944	0
10.11 Track: Ballasted		0	0		0	35	0.0772	0
10.12 Track: Special (switches, turnouts)		0	0		0	30	0.0806	0
10.13 Track: Vibration and noise dampening		0	0		0	30	0.0806	0
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	16	11,167			24,924			1,770
20.01 At-grade station, stop, shelter, mall, terminal, platform	16	8,167	6,404	5,000	19,571	70	0.0706	1,382
20.02 Aerial station, stop, shelter, mall, terminal, platform	0	0	0		0	70	0.0706	0
20.03 Underground station, stop, shelter, mall, terminal, platform	0	0	0		0	70	0.0706	0
20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.	0	0	0		0	70	0.0706	0
20.05 Joint development	0	0	0		0	70	0.0706	0
20.06 Automobile parking multi-story structure	0	3,000	2,353		5,353	50	0.0725	388
20.07 Elevators, escalators	0	0	0		0	30	0.0806	0
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS		4,062			9,247			670
30.01 Administration Building: Office, sales, storage, revenue counting		0	0		0	50	0.0725	0
30.02 Light Maintenance Facility		4,062	3,185	2,000	9,247	50	0.0725	670
30.03 Heavy Maintenance Facility		0	0		0	50	0.0725	0
30.04 Storage or Maintenance of Way Building		0	0		0	50	0.0725	0
30.05 Yard and Yard Track		0	0		0	80	0.0703	0
40 SITEWORK & SPECIAL CONDITIONS		4,913			9,766			851
40.01 Demolition, Clearing, Earthwork		0	0		0	100	0.0701	0
40.02 Site Utilities, Utility Relocation		1,017	798		1,815	100	0.0701	127
40.03 Haz. mat'l, contam'd soil removal/mitigation, ground water treatments		0	0		0	100	0.0701	0
40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks		0	0		0	100	0.0701	0
40.05 Site structures including retaining walls, sound walls		624	489		1,113	80	0.0703	78
40.06 Pedestrian / bike access and accommodation, landscaping		472	370		842	20	0.0944	79
40.07 Automobile, bus, van accessways including roads, parking lots		2,800	2,196	1,000	5,996	20	0.0944	568
40.08 Temporary Facilities and other indirect costs during construction		0	0		0	100	0.0701	0
50 SYSTEMS		3,867			7,899			746
50.01 Train control and signals		0	0		0	30	0.0806	0
50.02 Traffic signals and crossing protection		0	0		0	30	0.0806	0
50.03 Traction power supply: substations		0	0		0	40	0.0750	0
50.04 Traction power distribution: catenary and third rail		0	0		0	30	0.0806	0
50.05 Communications		537	421		958	20	0.0944	90
50.06 Fare collection system and equipment		3,330	2,611	1,000	6,941	20	0.0944	655
50.07 Central Control		0	0		0	30	0.0806	0
Construction Subtotal (Sum Categories 10 - 50)		56,392			114,613			8,675
60 ROW, LAND, EXISTING IMPROVEMENTS		12,888			23,888			1,674
60.01 Purchase or lease of real estate		12,888		11,000	23,888	100	0.0701	1,674
60.02 Relocation of existing households and businesses		0			0	100	0.0701	0
70 VEHICLES (number)	33	17,650			17,650			1,938
70.01 Light Rail	0	0			0	25	0.0858	0
70.02 Heavy Rail	0	0			0	25	0.0858	0
70.03 Commuter Rail	0	0			0	25	0.0858	0
70.04 Bus	10	5,000			5,000	12 to 18	0.1098	549
70.05 Other	23	12,650			12,650	varies	0.1098	1,389
70.06 Non-revenue vehicles	0	0			0	varies		0
70.07 Spare parts	0	0			0	varies		0
80 PROFESSIONAL SERVICES		44,222						
80.01 Preliminary Engineering		6,767						
80.02 Final Design		14,098						
80.03 Project Management for Design and Construction		11,278						
80.04 Construction Administration & Management		11,278						
80.05 Insurance		200						
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.		200						
80.07 Surveys, Testing, Investigation, Inspection		200						
80.08 Agency Force Account Work		200						
90 UNALLOCATED CONTINGENCY		25,000						
Subtotal (Sum Categories 10 - 90)		156,151	44,222	25,000	156,151			12,487

Table 2.5: Station Costing Detail

Station Costing Detail	Unit	Quantity	Unit Cost	Site Cost	Comments	LPA - Long Term			LPA - Short Term		
						Units	Cost	Sub Total	Units	Cost	Sub Total
20.01 At-grade station, stop, .....											
48' Canopy	LS	1	\$141,000	\$141,000		4	\$564,000		4	\$564,000	
				\$98,700		13	\$1,283,099		13	\$1,283,099	
				\$70,500		12	\$845,999		12	\$845,999	
Sidewalk (120'x18')	SF	2160	\$6	\$12,960		30	\$388,800		30	\$388,800	
Electrical for Lighting	LS	1	\$10,000	\$10,000		30	\$300,000		30	\$300,000	
Solar Power (optional)	LS	2	\$4,000	\$8,000		30	\$240,000		30	\$240,000	
Lighting (Poles)	LS	2	\$7,000	\$14,000		30	\$420,000		30	\$420,000	
Lighting Under Canopy	LS	1	\$50,000	\$50,000		30	\$1,500,000		30	\$1,500,000	
Light To Alert Passengers of Bus	LS	1	\$2,000	\$2,000		30	\$60,000		30	\$60,000	
Water Hookup	LS	1	\$5,000	\$5,000		30	\$150,000		30	\$150,000	
					Assumes Water & Electrical						
Misting System	LS	1	\$4,000	\$4,000		30	\$120,000		30	\$120,000	
Benches	LS	4	\$3,000	\$12,000		30	\$360,000		30	\$360,000	
Station Marker/Logo Sign	LS	1	\$8,000	\$8,000		30	\$240,000		30	\$240,000	
System/Neighborhood Map	LS	1	\$5,000	\$5,000		30	\$150,000		30	\$150,000	
Signs	EA	10	\$500	\$5,000		30	\$150,000		30	\$150,000	
Public Art	Allowance	1	\$10,000	\$10,000		30	\$300,000		30	\$300,000	
Trash Receptacle	LS	3	\$3,000	\$9,000		30	\$270,000		30	\$270,000	
Decorative Crosswalks	LS	1	\$20,000	\$20,000		30	\$600,000		30	\$600,000	
Street Trees	EA	5	\$1,500	\$7,500	Trees every 40 ft	30	\$225,000		30	\$225,000	
Subtotal								\$8,166,898			\$8,166,898
20.06 Automobile parking multi-story structure											
Parking Structure	Space	1	\$25,000	\$25,000		120	\$3,000,000		120	\$3,000,000	
Subtotal								\$3,000,000			\$3,000,000

Table 2.5 (Continued): Station Costing Detail

	Station Costing Detail		Unit	Quantity	Unit Cost	Site Cost	Comments	LPA - Long Term			LPA - Short Term		
								Units	Cost	Sub Total	Units	Cost	Sub Total
40.05 Site structures including retaining walls, sound walls													
	2.5 Ft tall wall enclosure (poured concrete)	LF	80		\$100	\$8,000		21	\$168,000		23	\$184,000	
	Curb Extension (Concrete)	LS	1		\$20,000	\$20,000		22	\$440,000		22	\$440,000	
Subtotal									\$608,000			\$624,000	
40.06 Pedestrian / bike access and accommodation, landscaping													
	Landscaping	Allowance	1		\$5,000	\$5,000		30	\$150,000		30	\$150,000	
	Windscreen	Allowance	2		\$5,000	\$10,000		30	\$300,000		30	\$300,000	
	Bike Racks	LS	2		\$360	\$720		30	\$21,600		30	\$21,600	
Subtotal									\$471,600			\$471,600	
40.07 Automobile, bus, van accessways including roads, parking lots													
	Surface Parking	Space	1		\$3,500	\$3,500		830	\$2,905,000		800	\$2,800,000	
Subtotal									\$2,905,000			\$2,800,000	
50.05 Communication													
	Passenger Telephone	LS	1		\$10,000	\$10,000		30	\$300,000		30	\$300,000	
	Security Devices (Cameras)	Station	1		\$5,000	\$5,000		30	\$150,000		30	\$150,000	
	Variable Message Sign	LS	1		\$2,900	\$2,900		30	\$87,000		30	\$87,000	
Subtotal									\$537,000			\$537,000	
50.06 Fare Collection System And Equipment													
	Ticket Vending Machine	LS	1		\$60,000	\$60,000		48	\$2,880,000		48	\$2,880,000	
	Validator	LS	1		\$15,000	\$15,000		30	\$450,000		30	\$450,000	
Subtotal									\$3,330,000			\$3,330,000	
60.01 Purchase of Lease of Real Estate													
	See RoW Worksheet												
Total									\$7,105,720			\$7,769,320	
									\$26,124,216			\$26,698,818	



### ■ Operating Costs Calculation Spreadsheet.

The operating cost calculation presented in the following chapter was used to provide the number of buses required for each alternative. These buses are capital cost items, which are entered on line items 70.04 and 70.05 of the SCC. In addition, the "fair share" cost of the light maintenance facility currently planned by Omnitrans (as a portion of the 260 bus capacity) is added to line item 30.02.

A summary of the resulting capital and annualized capital costs for the four alternatives (No Build, TSM, Long-Term LPA, Short-Term LPA) is shown in Table 2.6. The alternatives range from \$70,437,000 for the TSM to \$156,151,000 for the Short-Term LPA. This corresponds to annualized costs ranging from \$5,909,000 for the TSM to \$12,487,000 for the Short-Term LPA.

The capital costs developed in the "Main Spreadsheet" can be annualized based on an assumption of the number of years of useful life for each element. One benefit to the great detail

required by the SCC is that differing annualization factors can be applied to each line item. Tables 2.2 and 2.4 show the annualization calculation (built into the SCC) for the Long-Term and Short-Term LPA. The last three columns on the right show: the useful life, the annualization factor (based on a 7% discount rate), and the resultant annualized cost for each line item. The line items are summed to obtain the total annualized cost for the alternative. The useful lives and discount rate (annualization factors) are fixed by the FTA for all capital cost items other than buses.

*Table 2.6: Summary of Capital Costs*

Alternatives	Total Capital Cost	Annualized Capital Cost
No Build	\$8,100,000	\$830,000
TSM Alternative	\$70,437,000	\$5,909,000
sbX LPA {Long-Term}	\$152,651,000	\$12,233,000
sbX LPA {Short-Term}	\$156,151,000	\$12,487,000

## CHAPTER 3 - OPERATING COSTS

In addition to capital costs, operating costs for each alternative were developed. These could then be combined to provide an annualized total cost for each alternative, which would be more directly comparable.

sbX operating costs share components with bus operating costs. Each comes from a combination of vehicle service hours and the cost per vehicle service hour.

Vehicle service hours include the time spent in actual service, layover time at the end of the route and time, if necessary, to turn the bus around at each end of the route. Computing vehicle service hours included the following steps:

- The distance of each alignment has been measured. Round trip times have been simulated.
- Layover times need to be 10% of the round trip running time, with a minimum of 10 minutes, according to Omnitrans' labor agreement with the bus operators
- Turnaround times for each alignment were estimated by the project team subject to further refinement later in the study
- Adding these three separate estimates, a total time for each round trip was computed for each alignment
- Round trip time multiplied by the number of round trips per day yields the daily vehicle service hours, which were annualized by multiplying by 311, the current Annualization factor for Omnitrans fixed route service.
- Calculations of operating costs used Omnitrans' average bus operating (\$82.24) cost, from the Short Range Transit Plan (SRTP) for 2004 to 2009.
- Multiplying the annual vehicle service hours by the average operating cost yields estimated annual cost for any alignment.

The results of this calculation are shown in Table 3.1. The TSM Alternative has a larger operating cost than the LPAs since more buses are required to cover the route (as the sbX is faster) and hence, require more vehicle service hours and a greater operating cost.

### 3 - Operating Costs

Table 3.1: Operating Cost Calculations (All Routes that vary between Alternatives)

Alternatives	Routes	Peak		Headway		Weekday			Peak Vehicles Required	Weekday Operating Cost	Annual Operating Cost	Annual Oper. \$ per Alternative
		Round Trip				# Round	Veh Serv	Veh Serv				
		Miles	Minutes	Peak	OP	Trips	Hours	Miles				
No Build Alternative		27.0	138	15	15	72	188	2016	13	\$15,500	\$4,880,000	\$4,880,000
TSM Alternative	Route 2	32.0	112	5	5	216	461	7137	31	\$37,900	\$11,932,000	
	Limited Route 2	27.0	138	20	20	54	141	1512	10	\$11,600	\$3,652,000	\$15,584,000
sbX LPA {Long-term}	sbX	31.1	80	5	5	216	343	6934	23	\$28,200	\$8,878,000	
	Route 2	27.0	138	20	20	54	141	1512	10	\$11,600	\$3,652,000	\$12,530,000
sbX LPA {Short-term}	sbX	31.3	81	5	5	216	344	6981	23	\$28,300	\$8,909,000	
	Route 2	27.0	138	20	20	54	141	1512	10	\$11,600	\$3,652,000	\$12,561,000
Assumptions:												
5 minute turnaround per round trip												
1 mile turnaround per round trip												
10% layover												
10 minute minimum layover per round trip												
6 peak hours												
12 off-peak hours												
Operating cost of \$82.24 per hour (from 2004 SRTP)												
Number of vehicles includes 20% spares												
Annualization Factor (from 2004 SRTP pp G-15)												



## CHAPTER 4 - ANNUALIZED COSTS

The annualized costs from Tables 2.6 and 3.1 can be combined to provide the total annualized cost of each alternative.

Table 4.1 shows the total annualized cost for each alternative. The TSM alternative, which includes the same Park and Ride (PNR) facilities

as in the LPA, albeit with fewer spaces, as well as requiring more buses to service the route, has a total annualized capital cost of \$21,493,000 while the LPA Alternatives are \$24,763,000 for the Long-Term LPA, and \$25,048,000 for the Short-Term LPA.

*Table 4.1: Comparison of Annualized Costs*

Alternatives	Annualized Capital Cost	Annualized Operating Cost	Total Annualized Cost	Increment Above No Build	Increment Above TSM
No Build Alternative	\$830,000	\$6,192,000	\$7,022,000	\$0	
TSM Alternative	\$5,909,000	\$15,584,000	\$21,493,000	\$14,471,000	\$0
sbX LPA {Long-Term}	\$12,233,000	\$12,530,000	\$24,763,000	\$17,741,000	\$3,270,000
sbX LPA {Short-Term}	\$12,487,000	\$12,561,000	\$25,048,000	\$18,026,000	\$3,555,000

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## CHAPTER 5 - TRAVEL DEMAND FORECASTS AND BENEFITS

### Travel Demand Model

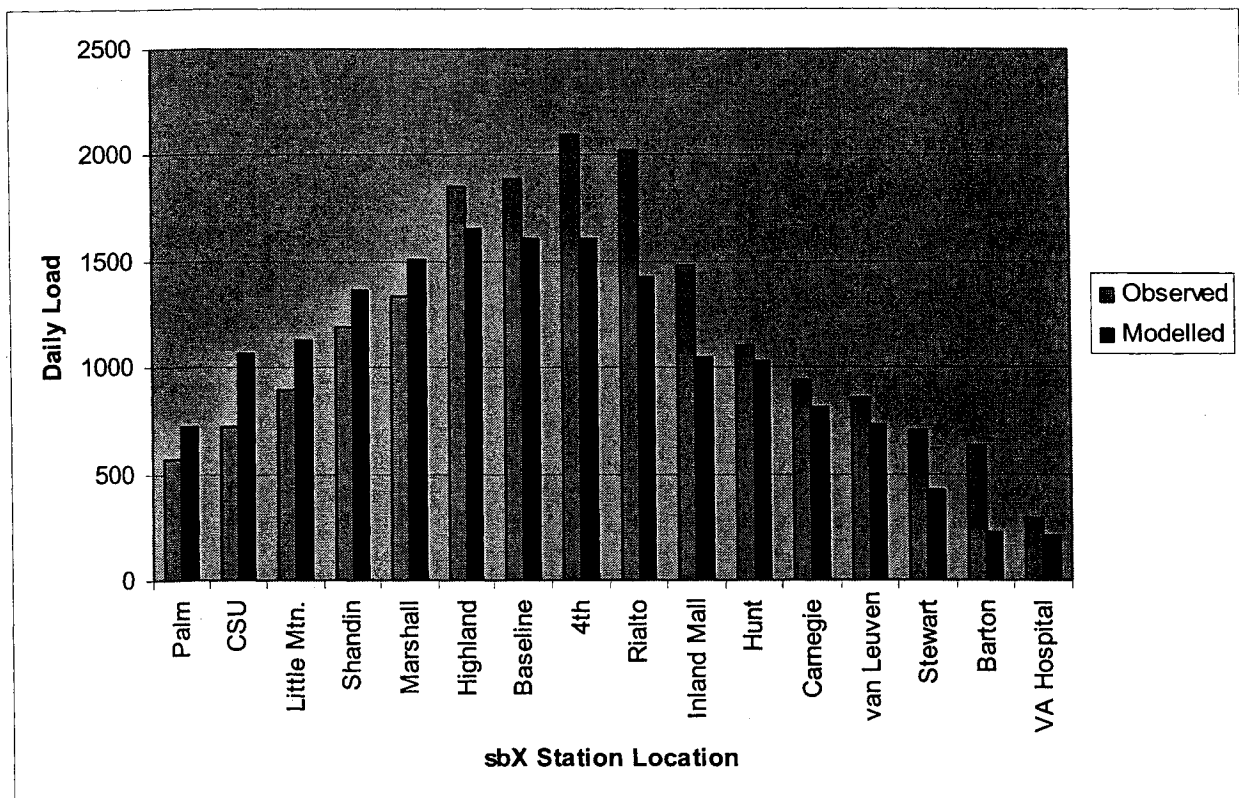
The San Bernardino Valley Travel Model (SBVM) was developed specifically for the purpose of creating travel demand forecasts of transit ridership in the San Bernardino Valley and the E Street Corridor. These forecasts were used to estimate future transit ridership on the different alternatives being tested, and to assess the relative benefits of the various alternatives.

The SBVM is similar in structure to the Southern California Association of Governments (SCAG) model, with additional detail added in the San Bernardino Valley. The other major difference between the SBVM and SCAG models is that SBVM includes a more robust mode choice

model that is based on the mode choice model developed for and used by OCTAM. This mode choice model is better suited for testing the range of transit modes available in the San Bernardino Valley.

The SBVM was developed and calibrated to provide an accurate representation of existing transit ridership in the San Bernardino Valley and the E Street Corridor. Exhibit 5.1 presents a comparison of the observed and modeled load profiles for Omnitrans Route 2. This exhibit shows how closely the model estimated the ridership on the transit route through the E Street Corridor. The validation of the transit assignment element of the SBVM is strongly demonstrated by this exhibit.

Exhibit 5.1: Route 2 Daily Loads at sbX Station Locations



### Horizon Year Travel Demand Forecasts for the LPA

This section describes the results of the transit assignments for the LPA versus the No Build and TSM Baselines.

### Background Assumptions

The No Build, TSM, and LPA model runs for the horizon year (2030) all include the same background assumptions. This is done so that the travel demand forecast results isolate the impacts of the different networks and ignore the incremental impacts of other factors.

For the purposes of the E Street Corridor analysis, all of the model runs are based on a single horizon year (2030), a single scenario of population and employment growth (based on the SCAG Baseline forecast for Year 2030), and a single highway network (based on the SCAG Baseline network, plus highway improvements in the San Bernardino Valley that are funded by the extension of Measure I).

### Socioeconomic Data

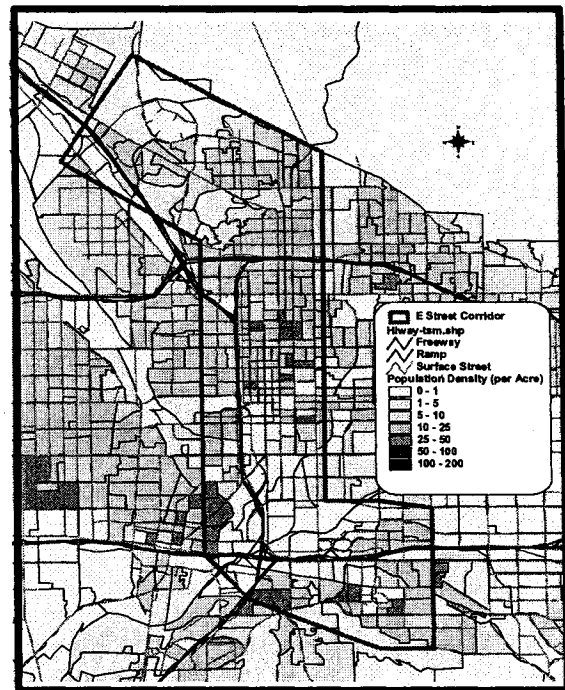
The background socioeconomic data used in the SBVM travel demand forecasts is based on the Year 2030 SCAG data. Detailed analysis of the SCAG data showed that population and employment growth forecasts for the City of San Bernardino were applied using constant growth rates. I.e. all SCAG TAZs within the City of San Bernardino had the same growth rates for residential data and the same growth rates for employment data.

In order to produce more realistic forecasts, the socioeconomic data for the City of San Bernardino was reallocated to SCAG zones. The reallocation was based on other available information, including land use forecasts used in the CTP and East Valley models, and land use projections of the City of San Bernardino.

The horizon year (2030) population and employment forecasts used in the detailed analysis are displayed graphically in Exhibits 5.2 and 5.3. Exhibit 5.2 displays the forecast population density for the SBVM TAZs within and adjacent to the E Street Corridor, while Exhibit

5.3 displays the employment density for the same TAZs.

*Exhibit 5.2: Population Density in E Street Corridor*

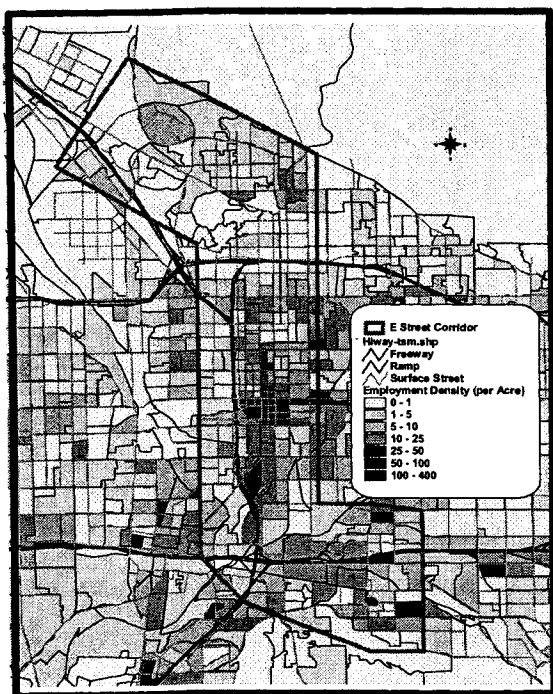


### Highway Network

The horizon year transportation networks are based on the SCAG Baseline networks, plus highway improvements that are funded by the extension of San Bernardino County Measure I. These highway improvements are summarized in Appendix A.

The SCAG Baseline networks were analyzed to ensure that the area type coding was consistent with the level of development forecast in the E Street Corridor. This analysis showed that some facilities in the Corridor were coded with the suburban area type, when they were forecast to experience growth that warranted their classification as either urban or urban business district.

*Exhibit 5.3: Employment Density in E Street Corridor*



## Transit Network

The baseline transit networks used for the comparative analysis include over 1,000 regional transit routes. Transit routes serving the San Bernardino Valley were coded to a greater level of detail than routes in the rest of the region.

Summary descriptions of these No Build and TSM baseline networks are presented here.

The No Build network includes only existing plus funded transportation improvements in the E Street Corridor. For fixed route transit, this level-of-service is defined in the Omnitrans SRTP as the Financially Constrained Scenario. The No Build Baseline also includes an increase in transit frequency on Route 2 serving the E Street Corridor, from 30-minute to 15-minute headways. Other changes in transit operations in the E Street Corridor include: a new San Bernardino Transcenter at Rialto Street and E Street; the proposed Redlands Rail Line plus supporting shuttles; a Loma Linda circulator service; a circulator service for California State University-San Bernardino; and new regional transit services operated by the Victor Valley Transit Authority and Orange County Transit Authority.

The TSM Baseline includes all facilities and services in the No Build Baseline plus certain planned or trend line service enhancements as defined in local service plans for Omnitrans, the Southern California Regional Rail Authority (Metrolink Commuter Rail), and the existing level of service of other operators in the area. The higher service levels associated with the Omnitrans Short Range Transit Plan's Up to Design Guidelines Scenario are included in this network. The improved levels of transit service reflected in the TSM and LPA networks have a profound impact on transit demand in the detailed analysis.

The TSM Baseline includes both Route 2 service at 20 minute headways and limited stop service on the Route 2 alignment operating at 5 minute headways. For roadway elements in the TSM Baseline, it is assumed that the construction of Evans Street will be completed from Redlands Boulevard south to Barton Road in Loma Linda.

The LPA network has north-south oriented lines that connect the numerous activity centers in the E Street Corridor. The LPA network has the same background transit services as those defined in the TSM Baseline, with minor deviations to serve route-specific transfer locations. The LPA network includes both Route 2 service at 20-minute headways and the premium, sbX service operating at 5 minute headways, but not the limited stop service on Route 2. Roadway elements in the LPA are the same as for the TSM Baseline.

## Special Generator and Visitor Trips

A small portion of the potential demand for transit in the E Street Corridor will come from trips that are not estimated in the four-step modeling process. These additional trips include trips made by visitors to the region and trips destined for special events that are not made on a daily basis. A detailed analysis was conducted to identify and quantify these potential trips.

Table 5.1 presents a list of over a dozen attractions and events within the E Street Corridor that have the potential to attract a significant number of transit trips to the Corridor. Special care was taken to avoid double counting trips that would have been generated by the standard modeling procedures.

This table includes the number of annual visits to each of these attractions or events, and the estimated number of additional transit trips that could be associated with these sites annually. These annual estimates were converted to daily transit riders for both the TSM and BRT baselines. Eventually, these daily trip ends were used to amend the ridership forecasts along the transit alignments. A total of 640 daily transit trip ends (320 transit trips) were added to the daily transit trip tables for assignment in the LPA, and 310 daily transit trip ends (155 transit trips) were added in the TSM baseline.

### Ridership Forecasts

Transit ridership can be reported as either linked trips or unlinked trips. Linked trips are trips made for a purpose from an origin point to a destination point. Linked transit trips can involve the use of more than one transit vehicle. Unlinked trips are associated with the in-vehicle portion of transit travel on individual transit vehicles. In general, a linked transit trip with one transfer will include two unlinked transit trips. Linked trips are used to compare the total number of trips, and new trips, for the No Build, TSM and LPA. Unlinked trips (passenger boardings) are used to describe the relative amount of activity on transit routes for the No Build, TSM and LPA.

The total number of linked transit trips associated with the No Build, TSM and LPA is summarized in Table 5.2. This table displays the estimated number of transit trips in both San Bernardino County and the E Street Corridor.

Table 5.1: Annual Special Event and Visitor Trips in E Street Corridor

Generator	Annual Attendance	TSM Baseline		LPA	
		Annual Transit Trips	Daily Transit Trips	Annual Transit Trips	Daily Transit Trips
CSUSB					
Coussoulis Arena Events	180,000	5,400	20	16,200	50
North San Bernardino Little League Complex	60,000	1,800	10	5,400	20
Downtown San Bernardino					
Convention Center	100,000	5,000	20	10,000	30
Route 66 Rendezvous	500,000	25,000	80	50,000	160
Hotel Rooms	90,000	4,500	10	9,000	30
Arrowhead Credit Union Park	350,000	17,500	60	35,000	110
Orange Show Fairgrounds					
National Orange Show Festival	100,000	5,000	20	10,000	30
Citrus Fair Festival	50,000	2,500	10	5,000	20
Other Events	50,000	2,500	10	5,000	20
Hospitality Lane					
Restaurants	1,200,000	3,000	10	6,000	20
Hotel Rooms	300,000	15,000	50	30,000	100
Loma Linda University Medical Center	450,000	3,600	10	10,800	40
Veterans Administration Medical Center	460,000	1,000	-	3,000	10
All Generators	3,890,000	91,800	310	195,400	640

*Table 5.2: Year 2030 Linked Transit Trips*

	No Build	TSM	LPA
San Bernardino County	118,779	140,083	142,152
New Trips - vs. No Build	-	21,304	23,373
New Trips - vs. TSM	-	-	2,069
E Street Corridor	32,985	39,933	41,906
New Trips - vs. No Build	-	6,948	8,921
New Trips - vs. TSM	-	-	1,973

This table shows that the LPA is forecast to attract approximately 2,000 new transit trips to San Bernardino County, and that almost all of these new trips will be within the E Street Corridor.

The daily unlinked transit ridership forecasts for the No Build, TSM and LPA are summarized in Table 5.3. This table shows that the TSM is forecast to experience almost 70,000 more transit boardings than the No Build on transit routes that serve the San Bernardino Valley. This includes a large number of additional boardings associated with level of service improvements for Omnitrans and Metrolink services, and the extension of the Gold Line into the western portion of the San Bernardino Valley.

In the E Street Corridor, the TSM is forecast to have 5,900 more unlinked transit trips than the No Build along the standard alignment. A large

number of these boardings will be reallocated from the Route 2 local bus service to the Route 2 – Limited service.

The Route 2/sbX service combination in the LPA is forecast to serve almost 4,000 more unlinked transit trips than the Route 2/Limited service combination in the TSM. This accounts for almost all of the additional ridership in the San Bernardino Valley, where the remainder of the horizon year transit service is assumed to be constant between the TSM and LPA.

Table 5.3 also shows that the LPA is forecast to serve 1.6 percent more daily transit riders in the San Bernardino Valley than the TSM. The ridership differences between the TSM and LPA is mostly confined to Routes 2, 2 – Limited, and sbX, with very minor ridership impacts on other routes in the San Bernardino Valley.

*Table 5.3: Daily Ridership Statistics for Transit Routes Serving San Bernardino Valley*

Operator	Name	No Build	TSM	LPA
<b>Routes Serving Route 2 Alignment</b>				
Omnitrans	Route 2	7,446	3,460	3,196
Omnitrans	Route 2 - Limited	-	9,855	-
Omnitrans	sbX	-	-	14,060
Route 2 Alignment Subtotal		7,446	13,315	17,256
<b>Other Routes Serving E Street Corridor</b>				
Omnitrans	17 Routes	53,482	63,610	63,827
Metrolink	Union Station	12,776	15,814	15,788
Redlands Rail	1 Route	5,953	5,040	5,232
Riverside	Route 25	4,011	3,998	4,022
Victor Valley	1 Route	225	193	107
MARTA	2 Routes	309	287	275
Corridor Subtotal		76,756	88,942	89,251
<b>Routes Serving Rest of East Valley</b>				
Omnitrans	Routes 22, 29, 90, & feeders	6,757	8,152	8,202
Riverside	Routes 36 & 204	541	551	557
East Valley Subtotal		7,298	8,703	8,759
<b>Routes Serving West Valley</b>				
Omnitrans	16 Routes	48,288	54,838	54,821
Other Operators	3 Routes	43,164	86,792	86,774
West Valley Subtotal		91,452	141,630	141,595
<b>All Routes Serving San Bernardino Valley</b>				
San Bernardino Valley Total		182,952	252,590	256,861

Other performance characteristics for Route 2, Route 2 – Limited, and sbX are displayed in Table 5.4. This table shows the sbX alignment saves over 15 minutes off of the Route 2 – Limited service run time, and that the resulting ridership increases by over 4,000 total daily passenger boardings. The daily ridership for the sbX service in the LPA is forecast to be over 14,000 daily passenger boardings, as compared to fewer than 10,000 daily passenger boardings on the TSM's Limited service.

### Route Profiles

Route profiles are graphics used as a visual aid to display the transit ridership along a transit

alignment. The E Street Corridor route profiles for the No Build, TSM and LPA are displayed in Exhibit 5.4. These graphics show the locations of and relative magnitudes of the peak load points. The peak ridership points for the No Build and TSM Baselines are located north of downtown San Bernardino, between the Baseline and 4th Street stations, while the peak load point for the LPA is located south of the Rialto Street Transcenter. The peak load point for the LPA carries more than 20 percent more daily passengers than for the TSM.

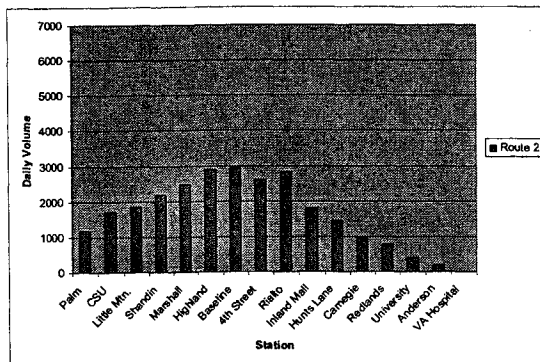


Table 5.4: Daily Ridership Characteristics for E Street Corridor Routes

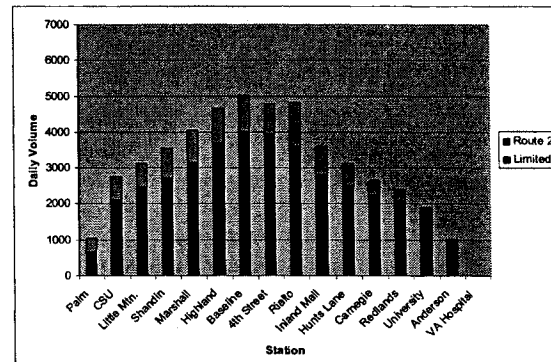
Measure	No Build	TSM	LPA
<b>Route 2</b>			
Travel Time in Minutes	69.0	69.1	68.9
Vehicles Required	13	10	10
Forecast Riders	7,891	3,460	3,196
Passenger Miles	26,145	10,150	9,680
<b>Route 2 - Limited / sbX</b>			
Travel Time in Minutes	-	55.9	40.2
Vehicles Required	-	31	23
Forecast Riders	-	9,855	14,060
Passenger Miles	-	39,234	52,097
<b>All Routes Serving Alignment</b>			
Vehicles Required	13	41	33
Forecast Riders	7,891	13,315	17,256
Passenger Miles	26,145	49,384	61,777
Average Trip Length (Miles)	3.31	3.71	3.58

Exhibit 5.4: Year 2030 Ridership Profiles

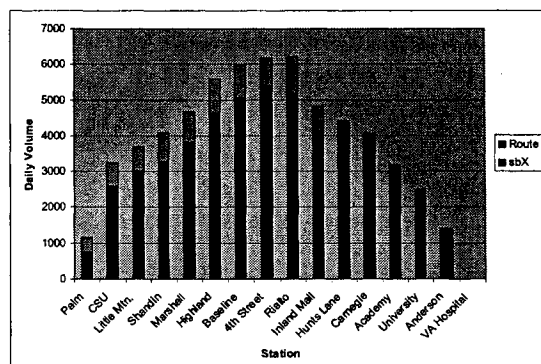
No Build Ridership Profile



TSM Ridership Profile



LPA Ridership Profile



## Activity at Stations

The total daily station activity forecasts for the TSM and LPA are summarized in Tables 5.5 and 5.6. These tables show the boarding and alighting forecasts for the stations along each alignment. These tables display the access and egress forecasts in production-attraction format, where the "home-end" of trips are at the access end of trips, and the "work-end" of trips are at the egress end. This data shows that the Rialto Street Transcenter station will be the busiest station in the system in both the TSM and the LPA.

Daily activity at transit stations by modes of access and egress is summarized in Table 5.7. This table shows that more than 40 percent of

the daily sbX trips are expected to use another transit route to access the sbX system.

Drive access to stations with park-and-ride lots is summarized in Table 5.8. This table shows the horizon year demand for parking spaces at the park-and-ride lots for both the premium services (sbX or Route 2 Limited), and for all transit routes serving the stations.

Peak hour boardings at transit stations are displayed in Exhibit 5.5. These graphics show estimates of the number of transit riders who will be at the stations waiting for the premium services during the AM and PM peak hours. This data is used to estimate the station sizes and amenity requirements for the horizon year.

Table 5.5: Station Activity - TSM

Station	Access	Egress	Total
Palm	542	123	665
CSU (Front)	473	1,397	1,870
Little Mountain	394	95	489
Shandin	294	135	429
Marshall	698	95	793
Highland	1,087	469	1,556
Baseline	504	298	802
4th and E	182	817	999
Rialto	3,194	1,863	5,057
Inland Mall (Ext.)	249	1,028	1,277
Hunts	263	970	1,233
Carnegie	174	652	826
Redlands	475	448	923
Stewart	165	417	582
Barton	436	501	937
VA Hospital	569	394	963

Table 5.6: Station Activity - LPA

Station	Access	Egress	Total
Palm	611	142	753
CSU (Front)	552	1,773	2,325
Little Mountain	457	114	571
Shandin	340	161	501
Marshall	871	113	984
Highland	1,375	654	2,029
Baseline	644	395	1,039
4th and E	288	1,357	1,654
Rialto	4,447	3,052	7,499
Inland Mall	303	1,300	1,603
Hunts	331	1,268	1,599
Carnegie	219	801	1,020
Evans/Academy	1,314	697	2,011
Evans/University	671	757	1,428
Barton/Anderson	449	672	1,121
VA Hospital	867	485	1,352

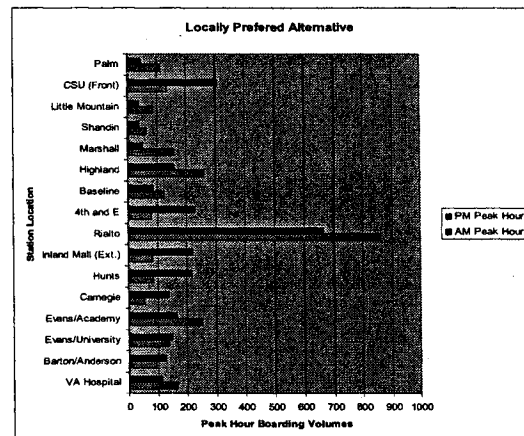
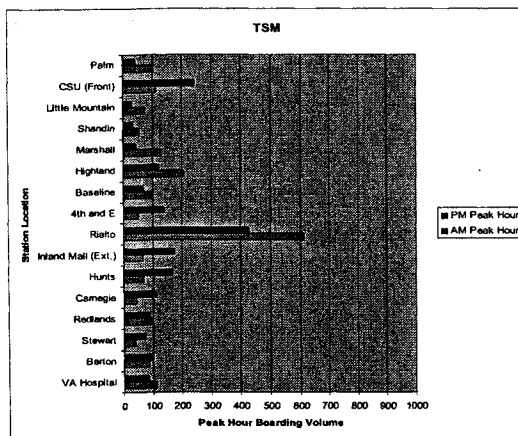
Table 5.7: Modes of Access and Egress at Transit Stations

Description	Access to sbX/Limited by Mode				Egress from sbX/Limited by Mode		
	Walk	Drive	Transfer	Total	Walk	Transfer	Total
TSM	4,820 50%	1,020 11%	3,860 40%	9,700	6,940 72%	2,760 28%	9,700
LPA	5,570 41%	2,240 16%	5,940 43%	13,750	10,370 75%	3,370 25%	13,740

Table 5.8: Drive Access and Parking Demand at Stations

	Drive Access to Stations		PNR Spaces	
TSM				
Station	Limited	Total	Limited	Total
Palm	126	182	80	103
Marshall	304	378	122	151
Rialto	335	1,260	134	504
Redlands	288	300	115	120
VA Hospital	190	534	76	214
Total	1,243	2,654	527	1,092
LPA				
Station	sbX	Total	sbX	Total
Palm	116	172	76	99
Marshall	358	443	143	177
Rialto	388	1,447	155	579
Evans/Academy	1,075	1,075	430	430
VA Hospital	298	693	119	277
Total	2,235	3,830	923	1,562

Exhibit 5.5: Peak Hour Boarding Volumes



## Cost Benefit Analysis

The travel time savings benefits resulting from the transit alternatives were calculated first using the Summit software package. The results of the initial application of the Summit software indicates that the LPA will account for 806,000 annual hours of travel time savings when compared to the TSM.

However, this estimate is quite high, since it equates to more than ten minutes of travel time savings for each trip on the sbX. Our calculations indicate that the average trip on sbX will save approximately 4.0 minutes of travel time

when compared to the Route 2 Limited service modeled in the TSM.

Using a more conservative approach, we estimate that the average trip using sbX will save four minutes of travel time, and that the LPA will account for approximately 261,000 annual hours of travel time savings when compared to the TSM.

The cost effectiveness of transit service is calculated as the ratio of the incremental cost of new service to the incremental user benefit of the new service. For the LPA, the cost effectiveness is calculated as \$12.53 per hour of travel time savings.

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# REPORT

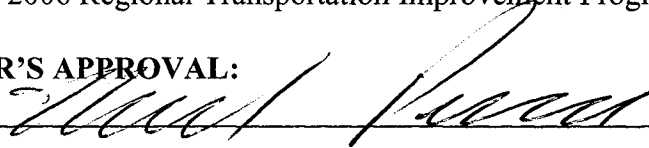
**DATE:** July 27, 2006

**TO:** Executive Committee

**FROM:** Rich Macias, Manager of Transportation Planning and Programming,  
(213) 236-1805 [macias@scag.ca.gov](mailto:macias@scag.ca.gov)

**SUBJECT:** Approval of 2006 Regional Transportation Improvement Program (2006 RTIP)

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Adopt Resolution No. 07-477-2 approving the 2006 RTIP and associated conformity determination.

**SUMMARY:**

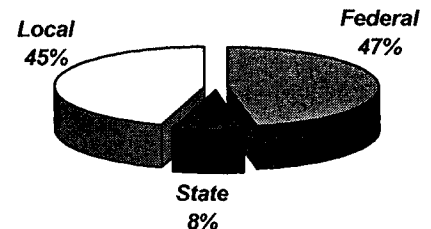
On July 6, 2006, the Regional Council delegated authority to the Executive Committee to adopt the final 2006 RTIP. The 2006 RTIP is composed of over 1400 projects and is programming \$19.3 billion in fiscal years FY 2006/07 – 2011/12. Development of the RTIP involves constant communication with the county transportation commissions and Imperial Valley Association of Governments. SCAG is consistent with all five of the transportation conformity tests.

The 2006 RTIP is comprised of three volumes. Volume I is the Executive Summary. Volume II is the Technical Appendix which discusses the following: 1) Conformity requirements and findings; 2) Regional emissions analysis; 3) Timely implementation of Transportation Control Measures (TCMs); 4) Financial plan; and 5) Public notifications, hearings, and distribution list. Volume III is composed of the listing of over 1400 projects in the SCAG region.

**BACKGROUND:**

The table below reflects the amount of federal, state and local funding programmed in each fiscal year of the 2006 RTIP:

	FEDERAL	STATE	LOCAL	TOTAL
2006/07	\$2,230,215	\$351,626	\$2,421,339	\$5,003,180
2007/08	2,325,436	559,715	2,276,211	5,161,362
2008/09	2,278,363	225,506	1,692,076	\$4,195,945
2009/10	1,618,523	70,556	1,665,230	3,354,309
2010/11	429,058	11,666	885,875	1,326,599
2011/12	41,619	215	187,557	229,391
<b>TOTAL</b>	<b>\$8,923,214</b>	<b>1,219,284</b>	<b>9,128,289</b>	<b>\$19,270,787</b>
<b>% of Total</b>	<b>47.1%</b>	<b>7.8%</b>	<b>45.2%</b>	<b>100.0%</b>



Federal requirements dictate that five transportation conformity tests must be met for the 2006 RTIP to be in compliance with federal regulations. Described below are the test criteria and SCAG findings:

✓ **Consistency with 2004 RTP Test**

The RTP is required to be consistent with the adopted Regional Transportation Plan (policies, programs, and projects) to be eligible for funding.

Finding: SCAG's 2006 RTP (project listing) is consistent with the 2004 RTP.

✓ **Regional Emissions Tests**

Emissions of specified pollutants and pollutant precursors must be less than or equal to the motor vehicle emissions budgets established in the applicable implementation plan. In absence of the applicable emissions budgets for conformity, interim emissions tests must be met. For the interim emissions tests, the build scenario's emissions must be less than or equal to the no-build scenario's emissions and/or the build scenario's emissions must be less than or equal to the base year.

Finding: SCAG's 2006 RTP regional emissions analysis for PM<sub>2.5</sub> are less than base year 2002 for all milestone, attainment, and planning horizon years in the SCAB.

Finding: SCAG's 2006 RTP regional emissions for the ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years for the following areas:

- SCAB - 2003 Ozone SIP
- SCCAB (Ventura County) - 2004 Ozone SIP
- MDAB (Antelope Valley and Victor Valley areas) - 2004 Ozone SIP
- SSAB (Coachella Valley) - 2004 Ozone SIP

Finding: SCAG's 2006 RTP regional emissions for the NO<sub>2</sub> precursor are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the SCAB - 2003 NO<sub>2</sub> SIP.

Finding: SCAG's 2006 RTP regional emissions for CO are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB - 2003 CO SIP.

Finding: SCAG's 2006 RTP regional emissions for the PM<sub>10</sub> precursors are consistent with the applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB - 2003 PM<sub>10</sub> SIP.

Finding: SCAG's 2006 RTP regional emissions for PM<sub>10</sub> are consistent with the applicable emissions for the Coachella Valley portion of SSAB for all milestone, attainment and planning horizon years - 2003 PM<sub>10</sub> SIP.

Finding: SCAG's 2006 RTP regional emissions (build scenarios) for PM<sub>10</sub> are less than the no-build emissions for the San Bernardino County portion of MDAB for all milestone, attainment and planning horizon years.

Finding: SCAG's 2006 RTP regional emissions (build scenarios) for PM<sub>10</sub> are less than the no-build emissions for the Imperial County portion of SSAB.

# REPORT

Finding: SCAG's 2006 RTIP regional emissions (build scenario) for the ozone precursors are less than the no-build emissions for the Imperial County portion of SSAB.

✓ **Timely Implementation of TCM Test**

The RTIP must provide for timely completion or implementation of all TCMs available for funding in the applicable implementation plan. If behind schedule, obstacles to implementation must be identified and overcome.

Finding: The TCM1 project categories listed in the 1994/1997/2003 Ozone SIP for the SCAB area were given funding priority and are on schedule for implementation.

Finding: The TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP for the VC/SCCAB were given funding priority and are on schedule for implementation.

✓ **Financial Constraint Test**

All projects programmed in the 2006 RTIP must be fiscally constrained.

Finding: Projects programmed in the 2006 RTIP in fiscal years 2006/2007 and 2007/2008 are fiscally constrained and funds are expected to be reasonably available for the remaining years.

✓ **Interagency Consultation and Public Involvement Test**

Finding: The 2006 RTIP is complying with all federal and state requirements for interagency consultation and public involvement. SCAG's Transportation Conformity Working group serves as a forum for interagency consultation, and additionally, there were many ad-hoc meetings held between the involved agencies for this purpose. The public hearing took place on June 29<sup>th</sup> at 10:00 a.m. at the SCAG offices. No public comments were received at the public hearing. The 30-day public review of the 2006 RTIP concludes on July 25 at 5:00 p.m. Once the 30-day public review has been completed, this test will be satisfied. Staff will provide the Committee and Regional Council with a matrix of the comments received upon completion of the public review period.

In addition, Street and Highways Code Section 182.6(e) and Section 182.7 (d) require that a metropolitan planning organization (MPO) submit its transportation improvement program not later than August 1 of each even-numbered year. Government Code Section 65074 stipulates that the State Department of Transportation submit the Federal Statewide Transportation Improvement Program (FSTIP) to the United States Secretary of Transportation by October 1 of each even-numbered year.

The current FSTIP expires on October 4, 2006. Delays in obtaining FSTIP approval should be avoided. An MPO not meeting the August deadline will necessitate that the State Department of Transportation amend the FSTIP at a later date to include the MPO's program. It is uncertain at this time as to the length of time involved in amending the program and ultimate receipt of federal approval for the program. SCAG policy committees and Regional Council are not scheduled to meet in August. This necessitates the SCAG Executive Committee to approve the 2006 RTIP and associated transportation conformity determination.

**FISCAL IMPACT:**

The staff resources for developing the 2006 RTIP are contained within the Fiscal years 2005/2006 & 2006/2007 SCAG budgets.

**RESOLUTION No. 07-477-2**  
**RESOLUTION OF**  
**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**  
**TO ADOPT THE FY 2006/07 – 2011/12**  
**REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2006 RTIP)**  
**IN ACCORDANCE WITH FEDERAL REQUIREMENTS**

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(a) and (g) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) pursuant to 23 U.S.C. §§134(g) 49 U.S.C. §5303(f) and 23 C.F.R. §450.312;

WHEREAS, also pursuant to Section 130004 of the California Public Utilities Code, SCAG is the designated Regional Transportation Planning Agency and, as such, is responsible for preparation of both the RTP and RTIP under California Government Code §§ 65080 and 65082 respectively; and

WHEREAS, SCAG's FY 2006/07 – 2011/12 RTIP (2006 RTIP) is a staged, multiyear, intermodal program of transportation projects which covers six fiscal years, includes a priority list of projects to be carried out in the first three fiscal years (2006/07, 2007/08 and 2008/09) and a listing of obligated projects from prior years that may require state or federal action;

WHEREAS, 23 U.S.C. § 134(h)(3)(C) and 23 C.F.R. § 450.324(f)(2) requires the 2006 RTIP to be consistent with the 2004 RTP;

WHEREAS, 23 U.S.C. § 134(a), 49 U.S.C. § 5301 *et seq.*, 23 CFR § 450.312, and 49 CFR § 613.100 require SCAG, as the designated MPO, to maintain a continuing, cooperative and comprehensive transportation planning process in its development of the RTP and RTIP;

WHEREAS, 42 U.S.C. § 7506(c)(1) requires SCAG's 2006 RTIP to conform with the applicable State Implementation Plan (SIPs) developed for the federal non-attainment and maintenance areas in the Mojave Desert Air Basin, the Ventura County portion of the South Central Coast Air Basin, the South Coast Air Basin, and the Salton Sea Air Basin;

WHEREAS, the 2006 RTIP used the most recently approved version of Emissions Factors as approved by the California Air Resources Board and the Environmental Protection Agency (EPA) for conformity analysis;

WHEREAS, Federal regulations at 23 CFR § 450.332(e) require that in non-attainment and maintenance areas, funding priority be given to timely implementation of transportation control measures (TCMs) contained in the applicable SIPs in accordance with the conformity regulations at 40 CFR Parts 51 and 93;



WHEREAS, SCAG has worked concurrently with local, state and federal jurisdictions in a continuing, cooperative and comprehensive manner as required by provisions of Federal and State law on the transportation planning processes;

WHEREAS, Federal regulations at 23 CFR § 450.316(b) require each MPO to adopt a public participation program providing, *inter alia*, public hearings and a reasonable opportunity for public participation, including targeted groups, prior to approval of the RTIP;

WHEREAS, the Draft 2006 RTIP was available for public review and comment from June 26, 2006 to July 25, 2006;

WHEREAS, a public hearing was conducted on the Draft 2006 RTIP on June 29, 2006 at the SCAG in Los Angeles County;

WHEREAS, SCAG in cooperation with the county transportation commissions shall aggressively pursue the following strategies to ensure the timely implementation of Transportation Control Measures:

- (1) Work with appropriate transportation partners to consider substitution of projects as may be necessary.
- (2) Reprioritize the funding of projects as may be necessary – working with appropriate transportation partners to identify non-TCM projects that are being delayed and shifting any programmed funds for such projects to critical TCM projects.

WHEREAS, SCAG has complied with all applicable federal requirements in developing the 2006 RTIP, including, but not limited to:

- (1) TEA 21 (23 U.S.C. § 134, *et seq.*)
- (2) The Metropolitan planning regulations at 23 C.F.R. § 450 *et seq.*;
- (3) Government Code Section 65080 *et seq.*;
- (4) Sections 174 and 176(c) and (d) of the Clean Air Act [42 U.S.C. §§ 7504, 7506(c) and (d)];
- (5) The Environmental Protection Agency (EPA) Transportation Conformity Rule at 40 CFR Parts 51 and 93 (August 15, 1997) and all associated courts rulings and federal guidance.
- (6) Title VI of The Civil Rights Acts of 1964 and the Title VI assurance executed by each State under 23 U.S.C. § 324 and 29 U.S.C. § 794;
- (7) Title II of the American with Disabilities Act of 1990 (42 U.S.C. § 120001 *et seq.*) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38); and

- (8) The Department of Transportation's Final Environmental Justice Order, enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment and requirements set forth in U.S.D.O.T. Order 5610.2, FHWA Order 6640.23 and 23 C.F.R. § 450.316(b)(ii).

NOW, THEREFORE BE IT RESOLVED that

(1) SCAG finds as follows:

- (a) The 2006 RTIP conforms with all applicable federal requirements, including the federally approved SIP's;
- (b) The 2006 RTIP implements and is consistent with the adopted 2004 RTP, as required by TEA-21 and California Government Code § 65080.5(a);
- (c) The 2006 RTIP is consistent and in conformance with the portions of the applicable SIPs relevant to all air basins as required by 42 U.S.C. § 7506(c)(1) and accompanying Federal regulations at 40 CFR §§ 51 and 93; and
- (d) The 2006 RTIP currently demonstrates timely implementation of transportation control measures as reflected in the applicable SIPs for the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin;
- (e) The 2006 RTIP is consistent with the estimate of available funds adopted by the California Transportation Commission as required by § 14525 of the California Government Code. That the 2006 RTIP includes a Finance Plan that indicates estimated resources from public and private sources to implement the 2006 RTIP as required by 23 U.S.C. § 134(h) (2)(B);

(2) The Regional Council hereby adopts the 2006 RTIP for all six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) in the SCAG region, which recognizes the following:

- (a) The 2006 RTIP does not preclude future amendments which may become necessary;
- (b) The 2006 RTIP constitutes endorsement for the purpose of Executive Order 12372 and 23 U.S.C. § 105; and
- (c) The 2006 RTIP will, upon approval of FHWA and FTA, replace previously endorsed RTIPs;

(3) The Regional Council hereby adopts the 2006 RTIP and its conformity finding for all federal non-attainment and maintenance areas in the SCAG region;

- (4) SCAG's Executive Director is authorized to transmit the 2006 RTIP and its conformity findings to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 CFR Parts 51 and 93;
- (5) SCAG's Executive Director is further authorized to transmit the 2006 RTIP to the Governor, the California Transportation Commission, the Federal Transit Administration and the Federal Highway Administration for inclusion in the Federal Transportation Improvement Program; and
- (6) The Regional Council hereby approves and adopts the 2006 RTIP incorporating herein all of the foregoing recitals.

Adopted by the Executive Committee of the Southern California Association of Governments at a regular meeting on this 27<sup>th</sup> day of July 2006.

\_\_\_\_\_  
Yvonne Burke  
President, SCAG  
Supervisor, County of Los Angeles

Attest: \_\_\_\_\_  
Mark Pisano  
Executive Director

Approved as to Legal Form: \_\_\_\_\_  
Karen Tachiki  
Legal Counsel

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**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
SPECIAL MEETING OF THE  
EXECUTIVE COMMITTEE  
August 3, 2006**

**MINUTES**

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE EXECUTIVE COMMITTEE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Executive Committee of the Southern California Association of Governments held its teleconference meeting at SCAG offices downtown Los Angeles. The meeting was called to order by the Supervisor Yvonne Burke, County of Los Angeles. There was a quorum.

**Committee Members Present**

Supervisor Yvonne Burke	President
Supervisor Gary Ovitt	1 <sup>st</sup> President
Councilmember Toni Young	Immediate Past President /Chair, Administration
Councilmember Paul Bowlen	Chair, CEHD
Councilmember Harry Baldwin	Chair, TCC
Councilmember Richard Dixon	2 <sup>nd</sup> Vice President
Councilmember Dennis Washburn	Chair, EEC

**Staff Present**

Mark Pisano, Executive Director  
Jim Gosnell, Deputy Executive Director  
Wayne Moore, Chief Financial Officer  
Karen Tachiki, Chief Counsel  
Sylvia Patsaouras, Acting Director, Planning & Policy  
Don Rhodes, Manager, Governmental Affairs  
Debbie Dillon, Manager, Human Resources  
Shelia Stewart, Executive Assistant

**1.0 CALL TO ORDER**

**2.0 PUBLIC COMMENT PERIOD**

There were no comments presented at this time.

### **3.0 CONSENT CALENDAR**

#### **3.1 Approval Items**

##### **3.1.1 Minutes from July 27, 2006 Meeting**

It was MOVED (Young) and SECONDED (Bowlen). A roll call vote was taken. There 4 AYES and 2 ABSECTIONS (Washburn, Dixon). The motion passed to approve the minutes of July 27, 2006.

### **4.0 EXECUTIVE DIRECTOR'S REPORT**

Mark Pisano stated that his report was emailed to all members prior to the meeting. He gave a brief overview of the monthly activities that focused primarily on the RHNA, Goods Movement and the Regional Comprehensive Plan.

#### **Status of the Regional Housing Needs Assessment (RHNA)**

It was reported that within the last two weeks a comprehensive communication program was put together for purposes of outlining actions taken by the Regional Council (RC). Mark Pisano stated that the program was designed to be used as a communication tool for members to better understand the action taken by the Regional Council. He noted that meetings have been held in Imperial County, Coachella Valley and Orange County. Additional meetings are being scheduled with Western Riverside and others. The program also identifies: 1) Meetings that should be scheduled with stakeholders /BT&H Administration, League of Cities, CSAC, Builders, and Housing Advocates) in Sacramento; 2) What role should key RC members play in the legislative effort; and 3) A proposed agenda and action steps.

Councilmember Dixon was concerned about the process. He stated that the RC had not had the opportunity to make comments, approve specific legislative language or authorized staff to proceed in Sacramento. He stated that the specific language should be reviewed by the RC before incorporating into legislation.

A relined version of the SCAG Proposed RHNA Pilot Program language was distributed to the EC. Karen Tachiki, Chief Counsel, was asked to present the recommended proposed changes. After the recommended proposed changes were presented, Councilmember Young recommended that the SCAG Proposed Pilot Program language be adopted. The motion was SECONDED by Councilmember Baldwin.

Councilmember Dixon expressed a concern with a portion of the language contained in Section (b) of the document, but indicated that the amendments outlined by Ms. Tachiki were okay.

President Burke asked for a motion to adopt the amended language as presented by Ms. Tachiki. It was MOVED (Young) and SECONDED (Baldwin).

President Burke asked for a roll call vote. There were 6 AYES and 0 NOES. The motion was unanimously approved to adopt the proposed amended language.

Councilmember Young requested that the amended language be emailed to the RC as soon as possible.

Mark Pisano requested a restatement of direction for purposes of ensuring that staff appropriately reflect directions given by the RC with regard to RHNA legislation in Sacramento.

President Burke asked Ms. Tachiki to restate the action taken by the Regional Council at the July 6, 2006 meeting on the RHNA. Counsel stated the following: "The RC approved the CEHD's recommendation on the Pilot Program specifically pages 196-198 (which is the actual draft pilot program legislative language) of the staff's report. In addition staff was directed to use pages 196-198 as a basis to finalize the Senate Committee Consultants' report".

Councilmember Dixon raised questions regarding next steps. President Burke stated that staff would proceed moving forward with the approved amended language presented by Ms. Tachiki, as well as recommendations approved by the RC at the July 6th meeting. A motion was called.

It was MOVED (Young) and SECONDED (Baldwin).

### **Discussion**

Mr. Dixon stated that he did not oppose to the specific language as presented by Ms. Tachiki, however he disagreed with moving forward with the specific language. He objected to the following: 1) Moving forward because the RC had not had an opportunity to approve this specific legislative language; 2) The OCCOG Technical Advisory Committee and other subregional Technical Advisory committees had not had an opportunity to review this specific language; and 3) The SCAG Planning & Programs Technical Advisory Committee also have not had an opportunity to review this specific language.

A roll call vote was requested. There were 5 AYES and 1 OBJECTION (Dixon) and APPROVED to moving with the language approved at the July 6, 2006 meeting as amended.

Councilmember Washburn requested that the approved recommendations, the implications of what might be received in way of response from others, as well as anticipated outreach efforts, be evaluated by the Communications Subcommittee prior to the next Regional Council meeting in which a report should be presented.

### **Reorganization**

At the last meeting Mark Pisano reported that the CFO & Chief Counsel proposed changes within their departments. Wayne Moore, CFO, proposed that his department be comprised of three units instead of two and each supervised by a Manager.

Karen Tachiki, Chief Counsel, proposed a similar structure within her department. A tiered-structure within the manager classification was suggested.

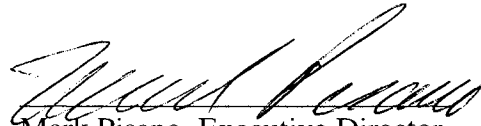
At that time Councilmember Young opposed the recommendation of additional managers. It was felt that this created another level of bureaucracy. However after she discussed the issue with Mark Pisano, Karen Tachiki and Wayne Moore, she stated that her concerns were addressed and she had no problem moving forward with the reorganization. However she recommended that future reports and recommendations be presented in a more clear fashion. There were no objections. The report will be received and filed.

#### Welcome

Justin Brown, Australian Counsel General, was welcomed by President Burke and the Executive Committee.

### **5.0 ADJOURNMENT**

The Executive Committee adjourned at 10:50 a.m. The next meeting is scheduled for September 14, 2006 at SCAG downtown Los Angeles offices.



Mark Pisano, Executive Director

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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
SPECIAL MEETING OF THE  
EXECUTIVE COMMITTEE  
August 24, 2006

*Minutes*

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE EXECUTIVE COMMITTEE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Administration Committee held its teleconferenced meeting at SCAG Offices, Downtown, Los Angeles, CA. The meeting was called to order by Supervisor Yvonne Burke, County of Los Angeles. There was a quorum.

**Members Present**

Supervisor Yvonne Burke	President
Councilmember Toni Young	Immediate Past President/Chair of Administration
Councilmember Paul Bowlen	Chair, CEHD
Councilmember Harry Baldwin	Chair, TCC
Councilmember Dennis Washburn	Chair, EEC

**Members Not Present**

Supervisor Gary Ovitt	1 <sup>st</sup> President
Councilmember Richard Dixon	2 <sup>nd</sup> Vice President

**Staff Present**

Mark Pisano	Executive Director
Jim Gosnell	Deputy Executive Director
Hasan Ikhata	Director, Planning and Policy
Lynn Harris	Manager, Community Development
Joe Carreras	Community Development, SCAG
Lisa Taylor	Senior Administrative Assistant, SCAG
Pat Chen	Fulbright & Jaworski



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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
SPECIAL MEETING OF THE  
EXECUTIVE COMMITTEE  
August 24, 2006

*Minutes*

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**1.0 CALL TO ORDER & PLEDGE OF ALLEGIENCE**

Supervisor Yvonne Burke called the meeting to order at 2:10 p.m.

**2.0 PUBLIC COMMENT PERIOD**

None.

**3.0 DISCUSSION/ACTION ITEMS**

- Status Report on RHNA

Mark Pisano, Executive Director, provided a status report on the RHNA. The Executive Committee approved the staff recommendation to move forward in organizing the first workshop in a series of planned workshops consistent with the Pilot Proposal. Staff proposed the first workshop take place during the week of September 25, 2006.

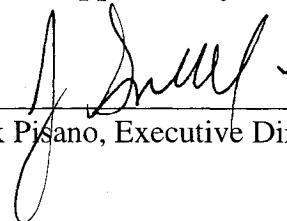
- Other Issues

Nothing to report.

**4.0 ADJOURNMENT**

The next meeting of the Executive Committee will be held at the SCAG offices, downtown Los Angeles on September 14, 2006

**Minutes Approved by:**

  
\_\_\_\_\_  
Mark Pisano, Executive Director

# REPORT

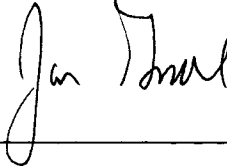
**DATE:** September 14, 2006

**TO:** Regional Council

**FROM:** Hon. Glen Becerra, Chair, Communication & Membership Subcommittee  
Cheryl Collier, Communications Supervisor, 213 236-1942

**SUBJECT:** Annual Update of SCAG's Communications Strategy

**EXECUTIVE DIRECTOR'S APPROVAL:**



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**RECOMMENDED ACTION:**

The Communication & Membership Subcommittee recommends approval of the annual update of SCAG's Communications Strategy.

**BACKGROUND:**

SCAG's Communication Strategy was developed in 2002 and since then has been updated annually under the guidance of the Communication & Membership Subcommittee. The Strategy sets forth the agency's communications goals, message, execution, target audiences, strategies and tactics. Attached for your review is a draft copy of the document. The final version will be printed in a reader-friendly booklet format.

**FISCAL IMPACT:**

There is no fiscal impact.

BD # 125350  
8/17/06

Southern California Association of Governments

# Communications Strategy 2006 – 2007

# **CONTENTS**

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July 2006

# COMMUNICATIONS GOALS

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## MESSAGE

- Establish and effectively communicate the importance of regional cooperation and planning and of employing regional solutions to Southern California's many policy challenges.
- Establish SCAG's responsibility and leadership in resolving regional challenges. Foster a uniform message of SCAG regional cooperation, consensus building, and problem solving.
- Reinforce SCAG's brand and image, and strategically position and brand specific SCAG initiatives and projects when such actions will enhance their understandability and recognition.
- Establish clarity and consistency in the delivery of policy and program issue messages.

# COMMUNICATIONS GOALS

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## EXECUTION

- Improve communications with the Regional Council, Policy Committees, member local governments, subregions and other key stakeholder audiences.
- Enable members to effectively communicate the program and policy messages of SCAG to their elected colleagues and constituents by providing them with adequate information and training.
- Assure that multifaceted communications efforts are totally integrated, cost-effective, and consistent.
- Enhance SCAG's profile with the news media and others who influence and shape policies that affect the Southern California region.
- Increase the visibility of SCAG's policy experts, resources, services, and initiatives.
- Satisfy the public outreach and participation requirements of major SCAG planning efforts, including *Destination 2030* (the 2004 Regional Transportation Plan) and *Compass Blueprint*.
- Improve SCAG Web Site interface to encourage public education and feedback.

# TARGET AUDIENCES

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## Members/Partners

Regional Council and Policy Committee members, Boards of Supervisors, City Councils, County Transportation Commissions, Tribal Governments, City Managers, County Administrators, Subregional Coordinators, Task Force members, state and regional agencies including Caltrans, FHWA and FTA , and other elected officials and staff from member jurisdictions and planning partners

## Stakeholder Organizations

Environmental, academic and business groups

## General Public

Local residents throughout the SCAG region

## Community/Environmental Justice Audiences

Civic, community, minority, ethnic, labor, faith-based, environmental justice and others

## Legislators

State Legislators, Members of Congress and key staff

## Trade Associations/Affiliate Organizations

League of California Cities, CSAC, NARC, CALCOG

## News Media

National and regional media outlets, including Washington, D.C and Sacramento bureaus and local ethnic press

# STRATEGIES & TACTICS

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## WITH MEMBERS

Provide members with comprehensive information and training about SCAG's regional issues, priorities and goals so that they are better equipped to communicate the value of SCAG and its programs and planning efforts to other audiences.

### ■ Conduct New Member Briefings/ Orientations

Materials used to orient new members of the Regional Council include:

- "Your Guide to SCAG"	Published June
- SCAG Member Handbook	as needed
- SCAG Member Benefits Brochure	as needed
- Business Card CD	May
- Legislative Reference Guide	January
- SCAG Regional Pocket Guide	May
- Key Message Flash Cards	September
- Policy Fact Sheets	quarterly
- CD of major policy/initiative presentations	as needed

### ■ Subregional Policy & Issue Briefings

Program and schedule regular informational briefings in every subregion and solicit member views and opinions.

### ■ Provide Leadership Training

Conduct comprehensive leadership training for local elected officials with a focus on regional perspectives.



# STRATEGIES & TACTICS

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## WITH MEMBERS

### ■ Utilize e-mail to distribute timely information:

- "eVision" electronic newsletter
- Meeting agendas
- "Save-the-Date" notices
- Summaries of major actions taken by SCAG's Regional Council and Policy Committees
- Distribute information from affiliate organizations

Regularly update and expand distribution lists.

### ■ Distribute regional policy Fact Sheets

Provide regularly updated fact sheets and brochures on SCAG's responsibilities and achievements, program initiatives, and policy positions, including:

- Overview of SCAG
- Regional Transportation Plan
- Transportation Finance
- Aviation Planning
- Goods Movement
- COMPASS Blueprint
- Housing Planning
- California Maglev
- Environmental Justice
- RTP Environmental Impact Report
- Regional Comprehensive Plan

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# STRATEGIES & TACTICS

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## WITH MEMBERS

### ■ Provide access to “Members Only” section of SCAG’s Web Site

Provide “Value-Added” services and resources to SCAG members, accessible with a designated password.

### ■ Make presentations available

Provide visually rich, annotated, easy-to-deliver PowerPoint presentations on regional issues, priorities and goals, as well as SCAG’s responsibilities and achievements:

- Overview of SCAG
- State of the Region
- *Destination 2030*, the 2004 RTP
- COMPASS Blueprint
- Goods Movement
- Transportation Finance
- Southwest Mega-Region

When possible, incorporate customized information to increase relevancy to individual regions and audiences.

### ■ Make speakers available

Identify speakers able and trained to make presentations on various topics. Invite Regional Council members to augment outreach efforts.

# **STRATEGIES & TACTICS**

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## **WITH MEMBER JURISDICTIONS & STAKEHOLDERS**

Aggressively pursue presentation opportunities in each subregion. Develop materials in addition to those previously identified to assist in communicating with political, business, community and other stakeholder audiences, including:

### **Communications Materials**

#### **■ Information Services Brochure**

A brochure detailing SCAG's various data, GIS mapping, forecasting, and other information services available from SCAG.

#### **■ Transportation Financing Brochure**

A brochure identifying the sources and channels for transportation financing in the SCAG region. A major section will be devoted to innovative public/private financing strategies.

### **Displays**

Continue to improve the form and function of SCAG display materials for conferences, forums, workshops and other public events. Ensure they serve as cost-effective outreach vehicles providing concise and understandable messages about SCAG's mission, goals and initiatives.

# **STRATEGIES & TACTICS**

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## **WITH MEMBER JURISDICTIONS & STAKEHOLDERS**

### **Conferences/Workshops**

Increase stakeholder participation by following the guidelines and timelines presented in the "SCAG Event and Conference Planner" and:

- developing strong program content and concomitant participation.
- thematically and graphically presenting the event to attract stakeholder interest.
- utilizing regional venues and reaching out to local elected officials for support.
- conducting pre-event publicity, on-site media relations, and post-event media outreach.

### **Special Events**

Events planned during the current fiscal year include:

- Southwest Compact Hearing – Fall & Spring
- State of the Region Press Conf. – December, 2006
- SCAG Regional Economic Forecast Conference – January 2007
- COMPASS Blueprint Conference – March 2007
- SCAG Regional Housing Summit – April 2007
- SCAG General Assembly – May 2007
- SCAG Regional Council Retreat – June 2007

# STRATEGIES & TACTICS

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## WITH THE GENERAL PUBLIC

### ■ Participation & Interagency Consultation

Update and implement SCAG's Participation & Interagency Consultation Plan. Require a minimum public comment period of 45 days before the plan is adopted.

### ■ Public Comments

Invite the public to address the Regional Council and Policy Committees at the beginning of every monthly meeting as well as any open, public meeting.

### ■ Citizen Review and Feedback

Continue to circulate the Overall Work Program, Regional Transportation Plan, Regional Transportation Improvement Program and other regional initiatives for extensive public review and feedback.

### ■ On-Line Public Access

Continually update SCAG's web site to accurately represent all planning initiatives, meeting schedules and events.

### ■ Regional Representation

Modify SCAG's policy-making structure and process as warranted to accurately reflect and accommodate Southern California's changing landscape and diversity.

# **STRATEGIES & TACTICS**

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## **WITH COMMUNITY/ENVIRONMENTAL JUSTICE AUDIENCES**

### **■ Meetings and Presentations**

Schedule a minimum of 100 presentations each year delivered by members and staff leadership to business groups, civic organizations, organizations that represent minorities, labor organizations, faith-based organizations, environmental groups, academic groups and local government agencies.

### **■ Public Participation**

Provide both paper and web-based public feedback forms. Create and monitor an effective Internet interface to encourage public education and feedback on planning efforts. Review and update contact databases.

### **■ Scheduling and Documentation**

Create a main log of outreach activities to document efforts and ensure the broadest level of outreach without overlapping efforts. Expand the current EJ database with the help of EJ Advisory Groups.

# **STRATEGIES & TACTICS**

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## **WITH LEGISLATORS**

### **■ Regular Briefing Sessions**

Schedule regular briefing sessions with regional members of Congress and the Legislature to increase understanding of the agency's mission and goals with lawmakers and their staffs. Priority will be given to members in leadership positions or who sit on key policy committees of importance to the agency. Both geography and legislative strategy will be considered.

### **■ Member Trips to Washington, D.C. and Sacramento**

Schedule member trips to Washington, D.C. and Sacramento during legislative sessions.

### **■ Coalitions and non-member "Key Contacts"**

Create a coalitions and non-member "Key Contacts" to communicate SCAG initiatives and positions to lawmakers.

### **■ Legislative Roundtable**

Participate in the monthly Southern California Legislative Roundtable meetings.

# STRATEGIES & TACTICS

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## WITH THE NEWS MEDIA

### ■ News Releases/Advisories/Media Tip Sheets/ News Conferences

Work with the Communications & Membership Subcommittee and individual Regional Council members to identify the specific issues, initiatives and activities that should receive the attention of the news media. Use telephone, e-mail and faxed messages to increase and enhance positive coverage by the news media of SCAG events and meetings.

Additionally, target weekly papers with op-ed articles on various SCAG initiatives.

### ■ Editorial Board Meetings

Schedule, at a minimum, six separate editorial board meetings with key print and broadcast organizations that cover the SCAG region. Prepare "talking points" for each meeting and arrange for the participation of Regional Council members residing in the media market.

### ■ Letters to the Editor

Compose and customize letters to be sent out by Regional Council members.

### ■ Trained Spokespersons

Identify and provide training to a minimum of 10 Regional Council members to serve as effective agency spokespersons.

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# STRATEGIES & TACTICS

## WITH THE NEWS MEDIA

### ■ Member Communications with News Media

Provide members with current “sound-bite” commentary on topical news items via e-mail. Simultaneously, the “sound-bites” will be formatted, packaged and distributed via e-mail to the press. When posed with questions, members will be prepared to respond with the 2-3 sentence “sound-bites,” and be recognized as knowledgeable and responsive spokespersons on the issues affecting Southern California.

### ■ Member On-Air Interviews and Talk Show Opportunities

Pursue and schedule, at a minimum, ten radio and/or television interviews for Regional Council members on various public affairs shows broadcast throughout the Southern California region. Programs to be targeted include:

- Life and Times (KCET-TV)
- Week in Review (Adelphia)
- Eye on LA (KABC-TV)
- Midday Sunday (KTTV-FOX11)
- Pacesetters (KTLA-TV)
- Which Way LA (KCRW-FM)
- Airtalk (KPCC-FM)
- The Michael Jackson Show (KRLA-AM)
- Community Bulletin (KWRM-AM)
- Community Forum (KUOR-FM)
- Community Spotlight (KGGI-FM)
- City Scope (KOST-FM)
- LA Speaks Out (KJLH-FM)

**13**

# STRATEGIES & TACTICS

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## CRISIS COMMUNICATIONS

### ■ Formal Program

Develop and maintain a crisis communications program that includes and continuously updates:

- Identification of potential crisis communications situations
- Statements for external and internal use
- Spokespersons and processes for transmitting messages
- Training of key staff and Regional Council Members in crisis communications techniques

# MEMO

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**DATE:** 08/21/06

**TO:** Regional Council

**FROM:** Ma'Ayn Johnson, Assistant Regional Planner, Community Development 213 236 1975  
Johnson@scag.ca.gov

**SUBJECT:** State of the Motion Picture Industry in Southern California

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## **SUMMARY:**

This analysis is an economic overview of the motion picture industry in Southern California. It examines the industry's importance to the regional economy and presents economic trends and indicators. Based on these findings, the analysis provides recommendations for the region to continue exerting its status as the industry's premier location.

## **BACKGROUND:**

The Regional Council requested that an analysis be prepared to examine the motion picture industry in the region and provide recommendations based on those findings. Attached are a report with analysis and findings and a recent news article from the Los Angeles Times referenced in the report.

## State of the Motion Picture Industry in Southern California

*Ma'Ayn Johnson, Assistant Regional Planner*

### Purpose

For over half a century, the motion picture industry in Southern California has been an essential part of the regional economy. The purpose of the following analysis is to examine the importance of the industry to the SCAG regional economy and to compare its historical status against the rise elsewhere in the state and nation. The major findings of this analysis are:

- The industry workforce is expanding, though the number of firms is decreasing.
- There has been an increase in lower-paying industry jobs in the SCAG region.
- Despite its historical roots in Los Angeles County, the industry's higher-paying jobs are slowly decentralizing from the region to other parts of the state and nation.
- Production is increasingly turning to shorter-term projects, such as television shows, that generate less revenue than full-length films.
- Legislation and action taken must focus on retention for the SCAG region rather than tackling industry-wide issues.

### Introduction

The entertainment industry in the SCAG region has been one of the most important industries both culturally and economically to the six-county area. Specifically, the motion picture industry<sup>1</sup> has continued to carry a significant portion of the regional economy since its beginnings in the earlier part of the 20<sup>th</sup> century. However, economic indicators suggest that while the industry as a whole has experienced steady growth, the region has had trouble retaining its share of high income jobs, particularly in comparison to the rest of the state and nation.

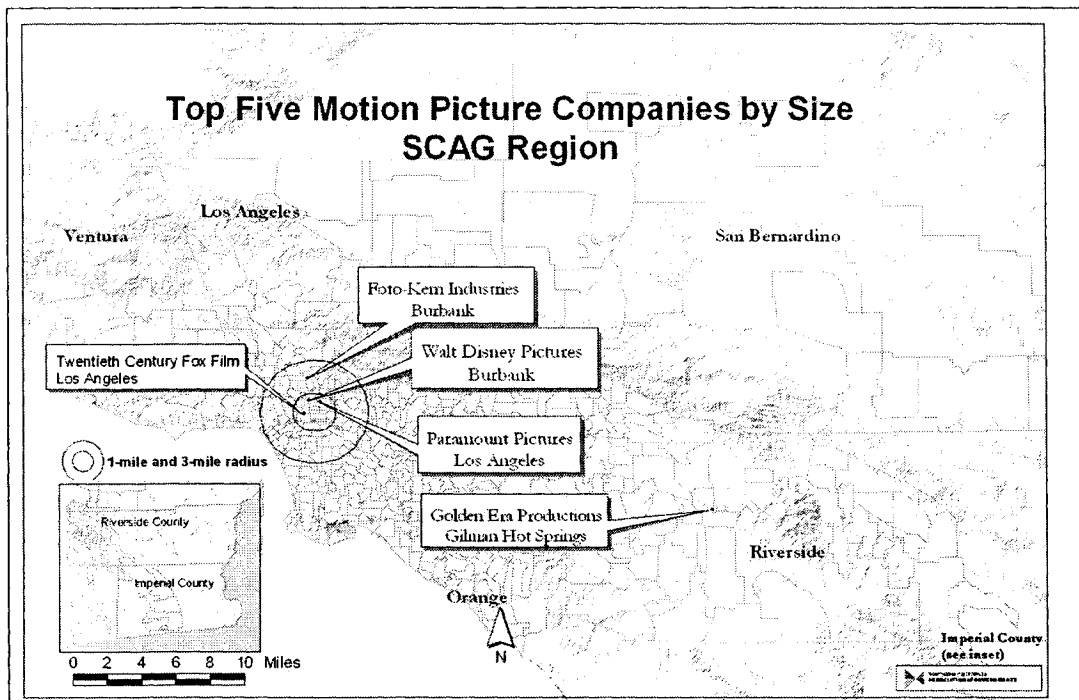
This short analysis will provide a general economic overview of the motion picture industry in the SCAG region using various indicators and its contribution to the regional economy. Furthermore, it will explore the issues facing the industry today and their implications for the future of the region.

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<sup>1</sup> The entertainment industry covers a wide range of operations, including television, motion pictures, and music recording. For the purposes of this memo, the motion picture industry has been defined using the North American Industry Classification System (NAICS) category 5121, motion picture and video industries. This category covers a wide range of sub-industries, including film production, television and commercial production, film and television distribution, motion picture film processing services, and cinema theaters. Note that this category *excludes* the sound and music recording industries.

Moreover, this category only includes the methods of production for the motion picture industry. It *excludes* other components of film making, including talent and casting agencies, talent guilds, and independent artists, writers, and performers.

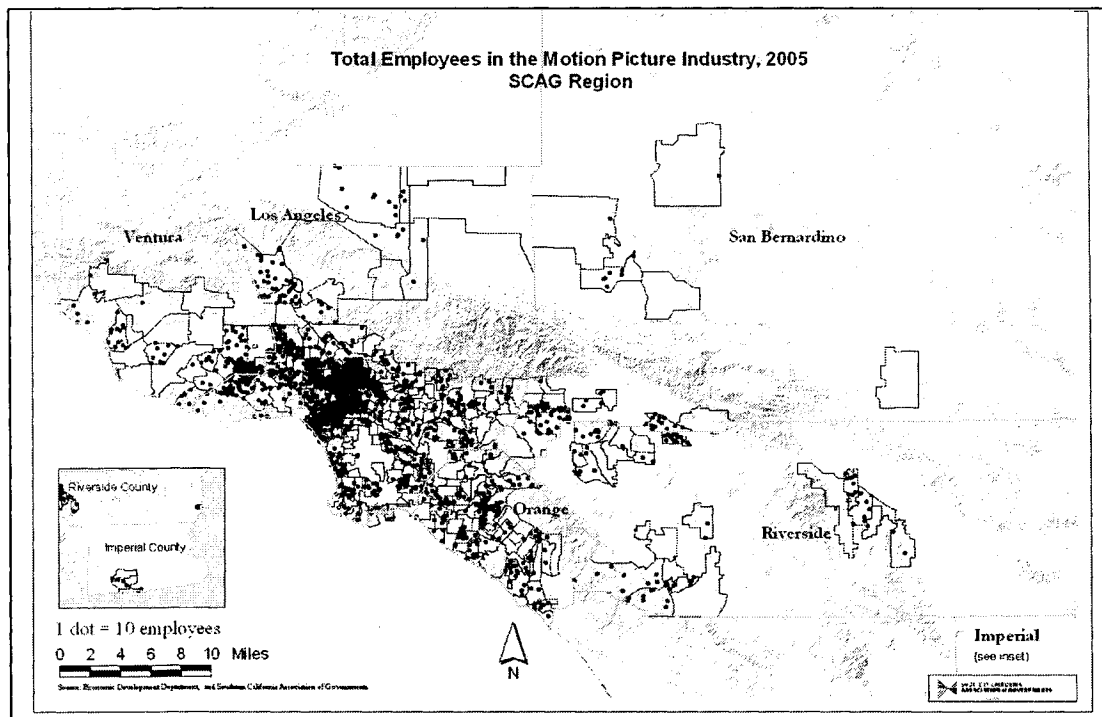
## The Motion Picture Industry in the SCAG Region



Source: California Employment Development Department, and SCAG

The map above points out the top five motion picture companies by size in the SCAG region. Three of the largest motion picture industries are within a one-mile radius; four of the five are within a three-mile radius. All but one are located in the middle of Los Angeles County. The two largest, Walt Disney Pictures and Twentieth Century Fox Film, have between 5,000 and 10,000 employees each, and are classified as two of the largest employers in the county. This illustrates the concentration of “the industry”, as it is colloquially known, in the heart of Los Angeles County. The fifth largest company, Golden Era Productions, is located in Gilman Hot Springs in Riverside County. As an organization of the Church of Scientology, the company is not known as a mainstream motion picture employer but nevertheless, the company employs between 500 and 1,000 people.

Recent and historical data confirm the concentration of the industry in Los Angeles County; over the past five years, the County accounted for almost 97% of the SCAG region’s motion picture industry employers. Moreover, it employs 97% of the industry’s labor force and distributes 99% of the total annual payroll. In addition, the Los Angeles industry continues to make up 4% of the county’s total employment and over 6% of its overall employee payroll. Though important specifically to Los Angeles, the table below illustrates the concentration of employees throughout the SCAG region:



*Source: California Employment Development Department, and SCAG*

The majority of the workforce is based in Los Angeles County while some are scattered throughout Orange, Riverside, and Ventura counties. Although San Bernardino County has a small fraction of SCAG's total, for the purposes of this analysis, the county is not included due to the unavailability of certain key statistics.

According to the most recent data available, the motion picture industry in the SCAG region appears to remain fairly steady. Four main indicators are presented in the following table:

**Motion Picture Economic Indicators (2001-2005)<sup>2</sup>**  
**SCAG Region**

<b>SCAG Region</b>	<b>Number of Firms</b>	<b>% change</b>	<b>Average Monthly Employment</b>	<b>% change</b>
2001	6,123	--	98,690	--
2002	6,095	-0.4%	124,514	26.2%
2003	5,749	-5.7%	119,439	-4.1%
2004	5,548	-3.5%	138,485	16.0%
2005	5,382	-3.0%	129,372	-6.56%

<b>SCAG Region</b>	<b>Total Quarterly Payroll (1000's)</b>	<b>% change</b>	<b>Average Weekly Pay<sup>3</sup></b>	<b>% change</b>
2001	\$8,011,878	--	\$1,561	--
2002	\$9,495,429	18.5%	\$1,467	-6.0%
2003	\$9,284,045	-2.2%	\$1,495	1.9%
2004	\$10,767,556	16.0%	\$1,496	0.1%
2005	\$10,751,078	-0.2%	\$1,598	6.8%

Since 2001, the SCAG region has lost over 12% of the total number of firms in the motion picture industry. However, this alone does not indicate that the industry is in decline. In fact, average employment jumped from 98,000 to almost 130,000 in that same period, a jump of over 30%. This suggests that while the number of employers has decreased, the firms are either merging or expanding their workforce.

Total payroll has increased as well, increasing almost 35%. Profits also translated into a higher average weekly pay, increased almost 10% since 2001. However, the workforce increased at a higher rate (31%) than the average weekly pay (2.4%). This means that most job growth in has occurred in lower-paying positions such as gaffers, production assistants, and post-production editing.

Los Angeles County holds 97% of total industry businesses and accounts for 99% of the quarterly payroll. Thus, the County is considered the regional carrier for the motion picture industry. The average weekly earnings for employees are \$1,635, which is comparable to the \$1,453 average pay for the aerospace industry and \$1,568 for the information technology industry. Wages for the motion picture industry approach twice the \$877 earnings of all industries for the County combined.

Although it faced a 5% decline in average weekly pay by 2004, at the end of last year the County reported a jump of 7% over the previous year. The County enjoyed a 35% jump in quarterly payroll and a 33% leap in monthly employment.<sup>4</sup> However, as in the rest of

<sup>2</sup> Data collected from the QCEW tables from the California Employment Development Department (<http://www.labormarketinfo.edd.ca.gov/cgi/dataanalysis>).

<sup>3</sup> The average weekly pay is the sum of all wages divided by the number of jobs and is extremely sensitive to small fluctuations, depending on the sample size. The use of the median wage could perhaps indicate a different trend; further analysis might be needed.

<sup>4</sup> Figures were compiled using NAICS category "Motion picture and video industry". It should be noted that a comparison between 2001 NAICS employment and 2001 SIC (Standard Industry Classification) reveals the latter records 20,000 more jobs than the former. The SIC system is eventually being phased out to reflect the growing service sector in the economy. The reason for the differences has not been

the region, the growth rate in employment (33%) over the last 5 years outpaced the weekly earnings growth rate (14%). This is most likely due to the increased hiring of lower-paid workers, which affected the overall average among all workers in the industry.

### Competition with Other Regions

One of the largest issues facing the industry in the SCAG region is its competition to attract and retain the motion picture industry from other industry-friendly areas, such as the San Francisco Bay Area, San Diego, and New York.

**Motion Picture Industry Economic Indicators (2001-2005)  
California and the Nation<sup>5</sup>**

<b>Nation</b>	<b>Number of Firms</b>	<b>Average Monthly Employment</b>	<b>Total Quarterly Payroll (1000's)</b>	<b>Average Weekly Pay</b>
2001	23,900	337,543	\$15,484,936	\$882
2002	23,159	357,738	\$16,302,890	\$876
2003	22,401	343,489	\$16,186,036	\$906
2004	21,990	358,871	\$17,799,357	\$954
2005	22,047	352,104	\$18,102,545	\$989

<b>State</b>	<b>Number of Firms</b>	<b>Average Monthly Employment</b>	<b>Total Quarterly Payroll (1000's)</b>	<b>Average Weekly Pay</b>
2001	7,372	118,894	\$8,785,525	\$1,421
2002	7,339	142,572	\$10,302,486	\$1,390
2003	6,944	137,681	\$10,178,310	\$1,422
2004	6,707	156,093	\$11,521,606	\$1,419
2005	6,509	146,504	\$11,538,731	\$1,515

The table above shows that the motion picture industry has posted growth since 2001 in terms of employment, payroll, and weekly earnings. As previously indicated in the pattern of Southern California, the only area that has significantly declined in the last 5 years is the number of firms. To determine actual loss to other regions, our national share must be considered:

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determined as of the date of this memorandum, but is probably due to the more filtered nature of the NAICS system.

<sup>5</sup> Data collected from the QCEW tables from the California Employment Development Department (<http://www.labormarketinfo.edd.ca.gov/cgi/dataanalysis>) and the US Department of Labor, Bureau of Labor Statistics (<http://www.bls.gov/cew>).



**Employment Figure Shares (2001-2005)**  
**Los Angeles County**

Los Angeles County	Number of Firms		Average Monthly Employment		Total Quarterly Payroll (1000's)		Average Weekly Pay	
	% of State	% of Nation	% of State	% of Nation	% of State	% of Nation	% of State	% of Nation
2001	78.2%	24.1%	79.3%	27.9%	90.0%	51.1%	113.4%	182.8%
2002	78.1%	24.8%	84.2%	33.6%	91.2%	57.6%	108.3%	171.8%
2003	77.7%	24.1%	83.8%	33.6%	90.3%	56.8%	107.7%	169.1%
2004	77.6%	23.7%	86.1%	37.5%	92.7%	60.0%	107.7%	160.2%
2005	77.6%	23.0%	85.5%	35.6%	92.3%	58.8%	107.9%	165.3%

These figures establish Los Angeles County's national and state shares of the industry. While Los Angeles has retained and even added both employment and payroll in competition with other regions, its share of employers and average weekly pay has declined. In 2005, Los Angeles County held 23% of total employers in the nation, a 1 percent decline over 5 years.

Again, a decrease in the number of firms does not necessarily mean loss of jobs since it could suggest mergers or company expansion, and the growing share of employment appears to support this idea. However, the average weekly pay for industry employees is declining compared to both national and state levels, though the County figure still is well above the state and nation. The average weekly pay in the County was over 80% more than the national average, but by 2005, it was only 65% more than the average. Compared to the state, Los Angeles County's average wage declined 5% toward the state average over the same period.

The decline in the share of average wages is probably an indicator that more low-paying jobs are created in Los Angeles County than elsewhere in the country. While this is not necessarily an indicator of economic loss, as we drift towards the state and national median, our region loses its position as the industry's most prominent spot. This could diminish the region's attractiveness and glamour, possibly diverting future growth to faster-growing regions elsewhere.

## Production Days

While the indicators in the preceding sections provided an economic perspective on the motion picture industry, they do not show the complete picture. One important measure is the number of production days the industry generates.

### Production Days by Type (1995-2005)<sup>6</sup>

#### Los Angeles County

	Feature	% Change from previous year	Television	% Change from previous year	Commercial	% Change from previous year	Total
1995	9,393	--	7,831	--	6,983	--	24,207
1996	13,980	48.8%	9,425	20.4%	6,703	-4.0%	30,109
1997	13,284	-5.0%	11,113	17.9%	5,701	-14.9%	30,098
1998	11,542	-13.1%	11,185	0.6%	5,615	-1.5%	28,342
1999	10,526	-8.8%	10,279	-8.1%	5,580	-0.6%	26,385
2000	9,501	-9.7%	11,142	8.4%	4,951	-11.3%	25,594
2001	9,379	-1.3%	10,867	-2.5%	6,569	32.7%	26,815
2002	8,024	-14.4%	12,870	18.4%	6,152	-6.3%	27,046
2003	7,329	-8.7%	14,395	11.8%	6,654	8.2%	28,378
2004	8,707	18.8%	18,257	26.8%	5,645	-15.2%	32,609
2005	9,518	9.3%	18,740	2.6%	4,845	-14.2%	33,103

The table above shows the total number of production days accrued in the industry for Los Angeles County, along with a breakdown of type and the percentage change from the previous year. A notable trend over the past 5 years is the slow decrease in number of feature film production days, and the increase of television production days. Although the total number of days has increased over the past 5 years, television accounts for over half of the total. This is a considerable growth from 40% and 32% over the past 5 and 10 years, respectively.

Television shoots are seen in the industry as generating less economic opportunities since they tend to be shorter productions with smaller budgets. This suggests that the loss of feature films means less retention of industry money than was experienced in the past.

### Current Issues with the Motion Picture Industry

One of the most crucial issues facing the motion picture industry everywhere is piracy. Although efforts have been put forth by both the industry and lawmakers alike, the problem persists and with technological progress, the problem will most likely worsen. According to the Motion Picture Association of America (MPAA), MPAA studios lost \$6.1 billion to piracy in 2005. Of that amount, about \$2.4 billion was lost to bootlegging, \$1.4 to illegal copying, and \$2.3 billion to internet piracy.<sup>7</sup>

<sup>6</sup> Source: Film L.A., Inc.

<sup>7</sup> Motion Picture Association of America, [http://mpaa.org/press\\_releases/2006\\_05\\_03lek.pdf](http://mpaa.org/press_releases/2006_05_03lek.pdf)

Rising production costs have also placed an impact on the industry. The costs are passed onto movie goers, who in turn are turned off by higher ticket prices. Many might wait until the film comes out on DVD, while others will simply turn to pirating to see the movie. There is concern in the industry that less profit is recovered, which might encourage the industry to locate regions with better economic incentives to maximize profit.<sup>8</sup> For the SCAG region, this might mean the loss of the industry to places with tax credits and exemptions for industry firms and investments. As of 2005, thirty-one states and Puerto Rico have some form of tax exemption specifically for motion picture production in their respective state or territory.<sup>9</sup>

Another issue is the increasing demands of industry unions. Most notably, the Screen Actors Guild (SAG) and the Writers Guild West (WGA) have demanded more from studios and executives in terms of revenue. Due to the rising popularity of DVDs, partially caused by the rising ticket costs, the unions want a larger share of the growing DVD profits.<sup>10</sup> This could potentially pave the way for future strikes, leading to losses of production, jobs, and profit.

Most recently, major studios have begun layoffs in an effort to restructure their business and boost profits. Worldwide, the industry has slashed 2,000 jobs and is considering more layoffs in the future. In Burbank, Walt Disney Co. announced in July that they would layoff 650 employees. Some analysts acknowledge the effects of job and resulting production loss can equate to loss in other industries. Businesses indirectly connected to the motion picture industry, such as catering, costume production, and equipment rentals, will be affected by these losses. However, despite this trend, many analysts remain optimistic about the region's industry and see it as a way for companies to remain competitive in the global business.<sup>11</sup>

## **Recommendations**

This analysis illustrates that the SCAG region's prominence in the industry is gradually declining. While the region continues to a steady increase in jobs and payroll, average pay is drifting towards the average for the rest of the state and nation. Although this does not necessarily equate to a loss of quality jobs here, it indicates that our share of the industry does not carry the attractiveness or glamour of past years. This could lead to retention problems later while other regions begin to gain prominence in the industry.

In order to retain its status as an industry powerhouse, Los Angeles County and the SCAG region must look for ways to retain employers and maintain its competitiveness. A key approach is to provide more tax incentives for the motion picture industry, in particular tax credits to studios for on-location filming. As mentioned in the previous section, production days for feature films have been declining for the past eight years, which suggests that on-location filming for these films are drawn outside the region.

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<sup>8</sup> Source: Los Angeles Economic Development Corporation (LAEDC), "Film Industry Profile of California/Los Angeles County, p.5

<sup>9</sup> Source: Motion Picture Association of America, "State-by-state Tax Incentives for the Film Industry",

<sup>10</sup> Source: Los Angeles Economic Development Corporation (LAEDC), "Film Industry Profile of California/Los Angeles County, p.7

<sup>11</sup> Source: Claudia Eller and Richard Verrier, "As Layoffs Sweep Movie Studios, Hollywood Fears for Its Future", Los Angeles Times, July 20, 2006, online edition.

Attracting and retaining on-location feature film production will increase employment and economic activity for the region's industry.

It has also been suggested that there should be more legislative action to combat piracy since the industry continues to lose money from bootlegging and illegal copying. However, though confronting this issue will certainly slow economic loss to the industry worldwide, it does not tackle the local retention issue. While stopping piracy will help area firms, it will not necessarily prevent them from taking their labor and money elsewhere. Thus, legislation and action directed towards the motion picture industry must aim for industry retention rather than simply addressing widespread issues.

Furthermore, we should periodically examine the state of the motion picture industry in the SCAG region and develop analyses such as this one. In particular, average wages should be studied in future analyses to determine both SCAG's prominence within the industry and where our future is headed. The motion picture industry is a historical and cultural part of the regional economy and needs to be attentively studied so that it can continue exerting its status as the premier location of the entire industry.

<http://www.latimes.com/entertainment/news/la-fi-hollyfear20jul20,0,3528980,full.story?coll=la-opinion-center>  
*From the Los Angeles Times*

## **As Layoffs Sweep Movie Studios, Hollywood Fears for Its Future**

By Claudia Eller and Richard Verrier  
Times Staff Writers

July 20, 2006

Never mind that movie ticket sales are picking up and that "Pirates of the Caribbean: Dead Man's Chest" could become the biggest hit in motion picture history. As studios slash jobs and restructure to boost profits, Hollywood's creative and executive ranks are having a collective anxiety attack.

Walt Disney Co.'s move this week to lay off about 650 employees and revamp its Burbank studio to make fewer films only confirms what many in the entertainment industry have been stressing over for months: The movie business is shrinking.

Disney's firings, which started at the top with the studio's production chief, are the latest in an industrywide contraction that has cost more than 2,000 jobs worldwide. In Los Angeles, particularly, the economic effect is being widely felt.

Here, in an industry built on bravado, people are suddenly talking openly about being afraid.

"I think we're moving into uncharted territory, and there's great unease about where we're headed," said Oscar-winning producer Doug Wick, whose credits include "Gladiator" and this year's "RV." "Occasionally, this fear turns into panic."

Producer Brian Grazer, a multiple Oscar winner whose current release "The Da Vinci Code" has racked up more than \$700 million worldwide, went further.

"It's as if the managerial elite has made a secret pact to adhere to certain business principles that they want to enforce on agents and artists," said Grazer, who sees studios as more rigid today about how far they'll stretch to compensate even the biggest stars, directors, producers and writers on movie projects.

"That's never happened in the 25 years I've been producing."

Disney is not the only media conglomerate over the last year to cut, and cut deeply. Financial pressures recently forced the owners of two major movie studios, Metro-Goldwyn-Mayer Inc. and DreamWorks SKG, to sell once-vital operations to deeper-pocketed players. Those moves resulted in about 1,350 lost jobs.

Another formerly robust supplier, Revolution Studios — an independently financed production company that counted Sony Pictures among its investors — has significantly downsized its ranks and ambitions after too many box-office misses.

Disney dramatically scaled back its Miramax Film specialty unit from the mini-studio that it had been under its founders, Bob and Harvey Weinstein. And Time Warner Inc.'s Warner Bros. cut about 400 jobs.

As DVD sales level off and soaring talent, production and marketing costs slice into profits, most studios have opted to hedge their bets by taking outside financiers as partners on many of the movies they make.

Another sign of belt-tightening: Sony is in the throes of severing a number of producer deals at its Culver City lot.

"We're running into some pretty choppy waters, and so you trim your sails," Sony Pictures Chief Executive Michael Lynton said, adding that the studios in general were having to be more prudent because "some of the cushions that were there in the past are no longer there."

Among those cushions, he said: "More-predictable DVD sales, a much bigger TV network market for films, and reliable audience reaction to the TV marketing of our movies."

Media analysts agree that in watching their bottom lines, entertainment companies are simply doing what is necessary to raise sagging stock prices and earnings. But they acknowledge that the conglomerates that own studios appear to be losing some confidence in the movie business.

"The media companies don't like it as much as they used to," Wall Street analyst Harold Vogel said.

"They don't see it as a prime engine of growth anymore, so they're farming out as much of the risk as they can to private-equity and hedge-fund partners. They are just not as interested in throwing additional capital into the business."

Lowell Singer of Cowen & Co. said that though job losses were "devastating for the industry, it doesn't suggest that the film business is no longer attractive."

"These companies just want to be more economically sensible about how they're competing in the film business," Singer said.

That's no comfort, of course, to the devastated.

The rollback in production will have consequences well beyond the major Hollywood studios, squeezing a range of service industries that cater to entertainment companies, experts say.

"The layoffs will ripple through the economy because the motion picture and TV production industry has a multiplier impact," said Jack Kyser, chief economist of the Los Angeles County Economic Development Corp. Every new job in the entertainment sector produces two more jobs in the local economy, he said.

"You have location scouts, caterers, the people who sell caps and jackets and rent equipment," he

said. "They'll all be affected."

The economic effect will be mitigated by a continued increase in local television production and the overall health of the Los Angeles economy, where unemployment is running at its lowest levels in years, Kyser added.

Still, the current contraction is sure to have a far-reaching effect, including on talent agencies, which procure jobs not only for actors, directors, and writers but also for so-called below-the-line workers such as costumers, script supervisors and camera operators.

"It's not doomsday by a long shot," said Jim Wiatt, chief executive of William Morris Agency. "But our agency is keeping a close eye on all these companies and how it affects our clients and how we run our own business."

Steve MacDonald, president of FilmL.A. Inc., which issues film permits in the city and unincorporated areas of the county, said the studio cuts would hurt local film crews that have already suffered as Canada and other places have lured productions away with tax incentives.

Lance Sorenson, president of 24/7 Studio Equipment in Burbank, which leases aerial equipment to film crews, said the cuts at Disney were bad news.

"It absolutely has a big-time effect on us," said Sorenson, whose firm employs 27 people. "It's the old trickle-down theory."

Add to this concerns over possible labor disputes during the next two years. Studios are girding for potential strikes as leaders of the Writers Guild of America, West and the Screen Actors Guild vow to take a harder line in negotiations.

Even film schools are being affected.

"The professional landscape which our graduates are entering is one in which feature films are going to play a smaller part," says Charles Merzbacher, who heads Boston University's Department of Film and Television. In the fall, he noted, the school will offer a course in producing content for iPods and cellphones — a way of ensuring "that our students have a future."

Wick, the producer, said he wasn't ready to give up. Not yet.

"Having survived a lot of these cycles, there's a pattern of the whole town overreacting," he said.

"People go into a free-fall anxiety that the movie business as we know it is somehow going to dematerialize. I'm more optimistic."

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